McQUAY-NORRIS
Motor Parts Catalog No. 44

INDEX

	Page No.
Dry Sleeves	3
Shim Stock	4
Ring Groove Fillers	5
Ring Groove Shim Stock	5
Oversize Service	6
A. C. F. Bus	7
Advance-Rumely	7
Aerocoach Bus	8
Allis-Chalmers	8–14
Angleworm Tractor	14
Ariens-Tiller	14
Armleder	15
Austin—See Bantam	
Autocar	15–19
Available Truck	20–21
Avery Tractor	21
Baker Tractor	21
Bantam	22
Bates Steel Mule	22–23
Beaver Coach	23
Beck Bus	24
Beeman Tractor	23
Best Tractor—See Caterpillar	
Biederman	24–25
Bolens Tractor	26
Briggs & Stratton	26
Brockway	26–28
Brown Coach	29
Buda	29–32
Buick	33–37
Buick Interchange	38
Cadillac-LaSalle	39–40
Cadillac-LaSalle Interchange	41–42
Case Tractor	43–45
Caterpillar-Best	46–48
C. E. Tractor	49
Centaur Tractor	49
Checker Cab	49
Chevrolet	49–55
Chevrolet Interchange	56
Chrysler	57–61
Chrysler Interchange	62–65
Clark	66
Cletrac Tractor	67
Clydesdale Truck	68
Coleman Truck	69
Condor Truck	69–70
Continental Motor	70–78
Co-op Tractor	79–80
Corbitt	81–83
Crosley	83
Crown Bus	84
Cummins-Diesel	84–86
Dart Truck	86–87
Day-Elder	87
Delco	88
DeSoto	89–90
DeSoto Interchange	62–65
Diamond-T Truck	91–92
Dittmar Bus	93
Divco Truck	93–94
Dodge	95–98
Dodge Interchange	62–65
Dodge Truck	99–108
Dodge Truck Interchange	62–65
Duplex Bus and Truck	109
Eagle Truck	109–110
Fageol Bus and Truck	110–111
Farmall Tractor—See McCormick-Deering	
Federal	111–112
Fitzjohn Bus	114
Flxible Bus	115
Ford	116–124
Ford Interchange	124–126
Ford Tractor	127–128
Fordson Tractor	128–129
Four-Wheel Drive	129–130
Frazer	131
Frazer Interchange	201
Garwood Bus	132
G. M. C. Truck	133–143
G. M. C. Interchange	144–148
Gleaner-Baldwin	149
Graham-Bradley Tractor	149
Graham - Graham-Paige	150–151
Gramm Bus and Truck	152–153
Grass-Premier Truck	153–154
Hahn Bus and Truck	154
Hall-Scott	155–156
Harley-Davidson	154
Hart-Parr—See Oliver-Hart-Parr	
Hayes-Anderson Truck	156–157
Hendrickson Truck	157–158

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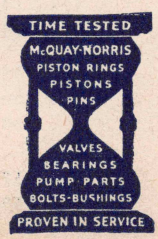
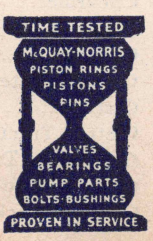
INDEX—Continued

	Page No.
Hercules	159–167
Holt Tractor—See Caterpillar	
Huber Tractor	167–168
Hudson-Terraplane	168–170
Hudson-Terraplane Interchange	171
Hug Truck	172–173
Hupmobile	173
Indian Motorcycle	174
Indiana Truck	174–175
International Truck	175–190
International Interchange	191–195
John-Deere Tractor	196–200
Kaiser	200–201
Kaiser Interchange	201
Kaywood Tractor	202
Kenworth	202–204
Kohler	205
LaFayette—See Nash	
LaFrance-Republic	205
LaSalle—See Cadillac	
LeMoon Truck	205
LeRoi	206–209
Lincoln and Zephyr	209–210
Lincoln Interchange	211
Linn Tractor	211–212
Lycoming Motor	212–214
Mack Truck	214–224
Marmon-Herrington	224–226
Marquette—See Buick	
Massey-Harris - Wallis	227–233
Maxim Truck	233
McCormick-Deering	234–242
Menominee	243
Mercury	243–245
Minneapolis-Moline - Twin City	245–247
Monarch Tractor	248
Moreland Truck	248–249
Nash - LaFayette	249–253
Nash - LaFayette Interchange	253
Nelson-LeMoon Truck	254
Netco Truck	254–255
Nichols-Shepard	255
Oldsmobile	255–259
Oldsmobile Interchange	260–261
Oliver-Hart-Parr	261–264
Oshkosh Truck	264–265
Overland—See Willys	
Packard	266–269
Packard Interchange	270–271
Plymouth	272–276
Plymouth Interchange	62–65
Pontiac	276–279
Pontiac Interchange	280–281
Reo	281–282
Reo Bus and Truck	282–287
Rock Island Tractor	287
Ross-Carrier Truck	287
Schacht Bus & Truck	288
Shaw Du-All Tractor	289
Silver King Tractor	289
Sterling Bus and Tr	290–292
Stewart Truck	293
Studebaker, Erskine - Rockne	294–296
Studebaker Interchange	297–299
Studebaker Truck	299–303
Superior Bus	304
Terraplane—See Hudson	
Truckstell Truck	304–305
Twin City—See Minneapolis-Moline	
Twin Coach	306
Wallis Tractor—See Massey-Harris	
Walter Truck	307–308
Ward-LaFrance	308–309
Warford Truck	310
Waukesha Motor	311–319
Weidley	320
White Truck	320–328
Willys - Whippet - Overland	329–330
Wisconsin Motor	331–333
Woods Bros.	333
Yellow-Coach	333–340
Zephyr—See Lincoln-Zephyr	



McQuay-Norris Mfg. Co.

ST. LOUIS - CONNERSVILLE - INDIANAPOLIS - TORONTO



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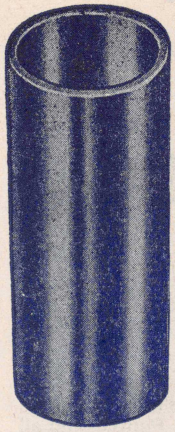
DRY CYLINDER SLEEVES



Dry Cylinder Sleeves are used to recondition cylinder block bores which have been made useless due to deep scores, cracks in the cylinder walls, or from many overhauls which have produced an excessive cylinder size.

These Sleeves are made of a fine, close-grained, alloyed gray-iron which gives maximum strength, long life and resists distortion.

All dry sleeves are long enough to service the longest bore of that diameter, with the exception of sleeves which are cut to length to particularly service Ford, Chevrolet, Dodge, Plymouth and Fordson, etc.

Sleeves 1/8" thick are turned and ground to a smooth outside diameter .253" larger than the standard cylinder bore. The inside is turned from .020" to .030" undersize, according to the diameter of the sleeve.

Sleeves 3/32" thick are turned and ground to a smooth outside diameter .191" larger than the standard cylinder bore.

.003" is allowed for the press fit in the cylinder bore, in most 1/8" and 3/32" thick sleeves.

Progressive Size Chart of Dry Cylinder Sleeves

Diameter & Length	Stock Number 1/8" Thick	Stock Number 3/32" Thick
2 3/4 x 8 3/4	SD-3	
2 7/8 x 8 3/4	SD-5	
2 11/16 x 8 3/4		SD-106
3 x 8 3/4	SD-7	SD-107
3 1/16 x 9 1/4	SD-8	SD-108
3 1/8 x 9 1/4	SD-9	SD-109
3 3/16 x 9 1/4	SD-10	SD-110
3 1/4 x 10 1/4	SD-11	SD-111
3 5/16 x 10 1/4	SD-12	SD-112
3 3/8 x 9 1/4	SD-13	SD-113
3 7/16 x 9 3/4	SD-14	SD-114
3 1/2 x 9 3/4	SD-15	SD-115
3 5/16 x 10 1/4	SD-16	SD-116
3 5/8 x 10 3/4	SD-17	SD-117
3 11/16 x 10 3/4	SD-18	SD-118
3 3/4 x 11 1/4	SD-19	SD-119
3 7/8 x 10	SD-20	SD-120
4 x 11	SD-22	SD-122
4 1/8 x 11	SD-23	SD-123
4 1/4 x 12	SD-24	SD-124
4 3/8 x 12 1/4	SD-25	SD-125
4 1/2 x 12 1/4	SD-26	SD-126
4 3/4 x 13 1/2	SD-27	

SPECIAL CUT-TO-LENGTH DRY CYLINDER SLEEVES ARE SHOWN IN THE ALPHABETICAL SECTION OF THIS CATALOG.

MOTOR PARTS

BRASS AND STEEL

NATIONAL SHIM STOCK

ASSORTED STRIPS FOR GENERAL REPAIR USE

Each assortment packed in individual can with screw top for convenience.

Carton Contains 10 Cans

Assor't No.	Contents	List Price Per Assor't	List Price Per Carton
B-217	5 Brass Strips 2½"x 18"—225 sq. in. One each: .002, .003, .005, .007, .010	$1.85	$17.35
B-218	6 Brass Strips 2½"x 36"—540 sq. in. One each: .001, .002, .003, .005, .007, .010	3.35	30.05
B-220	6 Steel Strips 2½"x 18"—270 sq. in. Two each: .002, .003 One each: .005, .008	1.75	16.15

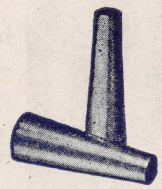
INDIVIDUAL STRIPS 6"x60"

PACKED ONE STRIP 6"x60"(360 sq. in.) in Dispensing Tube as Illustrated

Suggested Resale Price
.002 to .005
@ 5c per lineal inch
.006 to .015
@ 8c per lineal inch

Stock No.	Thickness	Material	List Price Per Unit
B-3129	.001	Brass	$2.65
B-3130	.002	Brass	1.85
B-3131	.002	Steel	1.65
B-3132	.003	Brass	1.85
B-3133	.003	Steel	1.65
B-3134	.004	Brass	1.85
B-3135	.004	Steel	1.65
B-3136	.005	Brass	1.85
B-3137	.005	Steel	1.65
B-3138	.006	Brass	1.95
B-3139	.007	Brass	1.95
B-3140	.007	Steel	1.65
B-3141	.008	Brass	1.85
B-3142	.008	Steel	1.65
B-3143	.010	Brass	2.10
B-3144	.010	Steel	1.85
B-3145	.015	Brass	2.25

ALL MATERIAL SPECIALLY ROLLED TO EXTREME UNIFORMITY FOR SHIM USE.



Counter Display Card No. B-20

AXLE SHIMS

Made of special tolerance shim steel

No. B-20 for all Fords, Chevrolet, Pontiac and all other small popular cars with tapered axle shafts.

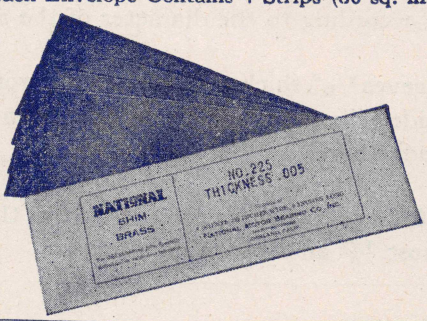
Per pair.....List Price $ .29
Per card (10 pairs).....List Price 2.55

No. B-24 for small TRUCKS—Ford, Chevrolet and others.

Per pair.....List Price $ .35
Per carton (10 pairs).....List Price 3.10
100 pairs.....List Price 29.80

SMALL STRIPS 2½"x8"

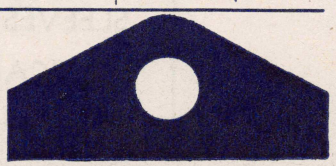
Each Envelope Contains 4 Strips (80 sq. in.)



Stock No.	Thickness	Material	List Price Per Envelope
B-223	.002	Brass	$0.50
B-224	.003	Brass	.50
B-225	.005	Brass	.50
B-216	One Each .001 -2-3-5-10-15 (6 Strips 120 Sq. In.)	Brass	.70

SHIM BLANKS

Actual Size—
Easily cut to desired shape.



Stock No.	Diam. Hole	Total Thickness	List Per Set	List Per Carton
505LS	17/32	1/64	$ .18	$1.85
B2867LS	17/32	1/32	.32	3.20
516LS	15/32	1/64	.18	1.85
B2869LS	15/32	1/32	.32	3.20
515LS	13/32	1/64	.18	1.85
B2868LS	13/32	1/32	.32	3.20

Each set consists of a stamped envelope containing loose brass stampings .003 and steel stampings .005. Carton contains 10 sets.

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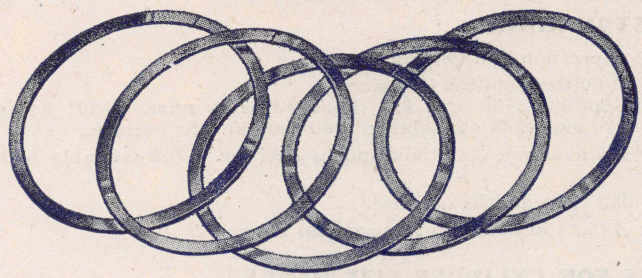
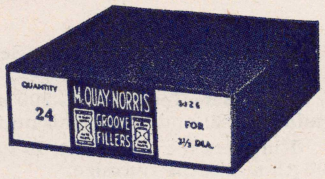
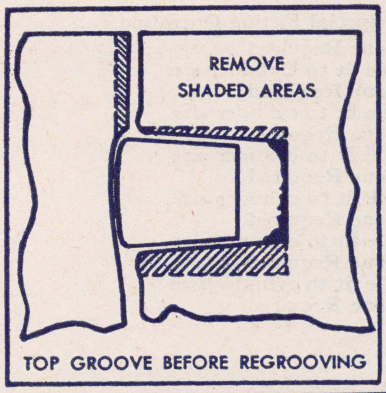
McQUAY-NORRIS RING GROOVE FILLERS





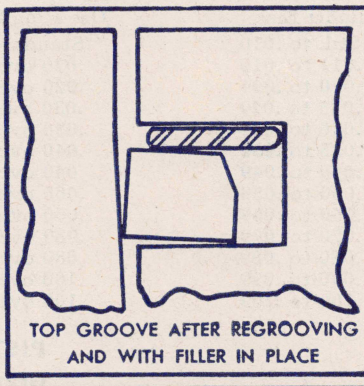
LIST PRICES
2" to 4".....**.15 Each**
4 1/16" to 4 1/2".....**.20 Each**
For Regular or Deep Groove Fillers



TOP GROOVE BEFORE REGROOVING

The Groove Filler is used to reduce the piston groove width to normal where it is necessary to regroove or widen the groove in order to straighten worn sides.

The Groove Filler is furnished in all nominal cylinder diameters with a standard width of .030, and in two thicknesses for each diameter; one to take care of regular grooves and one to take care of deep grooves.

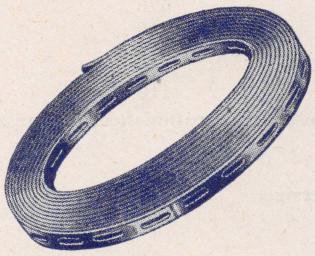


TOP GROOVE AFTER REGROOVING AND WITH FILLER IN PLACE

The widening of the groove may be done on a lathe or a special regrooving tool. The amount removed is equal to the width of the Groove Filler. The majority of stock removed should be from the side of the ring groove away from the piston head.

The Groove Filler is a contracting ring. Care must be used in selecting filler so it hugs bottom of groove with a minimum of end clearance and does not project from the groove. It should be installed on the top side of the piston ring.

McQUAY-NORRIS RING GROOVE SHIM STOCK

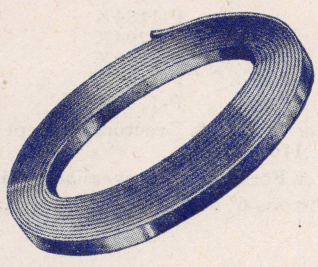


OIL RING SHIM STOCK
LIST PRICE
25 Ft. Roll.....**$2.00**
Individual Shims.... **.15**

WIDTHS
5/32-3/16-1/4-5/16-3/8

25 Ft. to a Roll
2 Rolls in Box

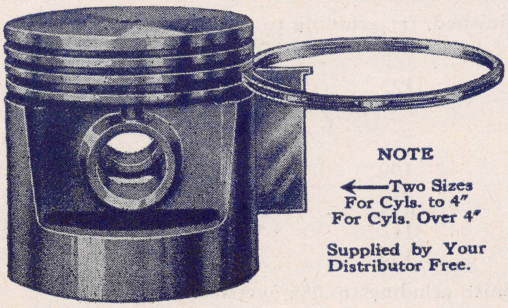
.015
Thick



COMPRESSION RING SHIM STOCK
LIST PRICE
25 Ft. Roll.....**$1.50**
Individual Shims.... **.10**

WIDTHS
3/32-1/8-5/32-3/16-1/4-5/16-3/8

BACK CLEARANCE GAUGE

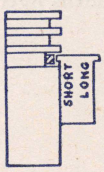


NOTE
←Two Sizes
For Cyls. to 4"
For Cyls. Over 4"

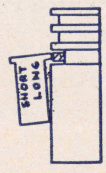
Supplied by Your Distributor Free.

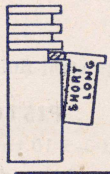
To gauge proper back clearance for Expander Type Rings, place ring in groove as shown above and proceed with following instructions.

On pistons requiring bridges over wide slot in Oil Ring grooves, the bridge must be in place before gaging is started.



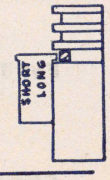
IF THE SHORT PRONG DOES NOT TOUCH AND THE LONG PRONG DOES, THE BACK CLEARANCE IS CORRECT, PROCEED TO INSTALL RINGS.





IF THE SHORT PRONG TOUCHES, THE BACK CLEARANCE IS INSUFFICIENT AND THE GROOVE MUST BE DEEPENED.

IF THE LONG PRONG DOES NOT TOUCH, THE BACK CLEARANCE IS EXCESSIVE AND SHIMS MUST BE USED.



OVERSIZE SERVICE

PISTON RINGS

Regular oversize for Ring Sets and Open Stock Compression and Oil Rings are:

Standard—20-30-40-60 thousandths Oversize.

Ring Sets for Ford, L-200 and 4200 also available in .080, .100 and .125 thousandths oversize. L-201 and 4201 available .080 and .100 thousandths oversize. L-270, 4270 and 4348 available in .080 thousandths oversize.

Ring sets for Chevrolet, L-205, L-336, 4205, and 4336 available .080 thousandths oversize. 4208 available .080 and .100 thousandths oversize.

Ring Sets for Chrysler, 4332 and 4339 available .080 thousandths oversize.

Ring Sets for Heavy Duty applications available .125, .150 and .175 thousandths oversize.

RECOMMENDED OVERSIZES FOR CYLINDER SIZE RANGE

Cylinder Size	Use Ring Set Size	Special Fitting Operation
from Std. to .010	Standard	None Required
from .011 to .019	.020 oversize	File fit to Cylinder size
from .020 to .024	.020 oversize	None Required
from .025 to .029	.030 oversize	File fit to cylinder size
from .030 to .034	.030 oversize	None Required
from .035 to .039	.040 oversize	File fit to cylinder size
from .040 to .049	.040 oversize	None Required
from .050 to .059	.060 oversize	File fit to cylinder size
from .060 to .069	.060 oversize	None Required
from .070 to .079	.080 oversize	File fit to cylinder size
from .080 to .089	.080 oversize	None Required
from .090 to .099	.100 oversize	File fit to cylinder size
from .100 to .109	.100 oversize	None Required

PISTONS

Gray Iron

For Passenger Cars (Except Chevrolet) .075 oversize semi-finished for finish grinding to .060 oversize.

For Chevrolet	"S" Type Semi-Finish	Will Finish	"OS" Type Semi-Finish	Will Finish
P-1184X	.035	.020	.085	.070
P-1204X	.035	.020	.125	.110
P-1260X	.035	.020	.085	.070
P-1261X	.035	.020	.125	.110
P-1263X	.035	.020	.125	.110

For Trucks & Tractors (Except Fordson) Pistons under 6″ in diameter .125 oversize semi-finished, for finish grinding to .110 oversize.

For Fordson: .075 oversize semi-finished for finish grinding to .060 oversize.

Pistons 6″ and over: .150 oversize semi-finished for finish grinding to .135 oversize.

Alloy

For Passenger Cars (Except Ford, Chevrolet & Chrysler Engines) .075 oversize semi-finished, for finish grinding to .060 oversize.

For Ford	"S" Type Semi-Finish	Will Finish	"OS" Type Semi-Finish	Will Finish
P-154AX*	.035	.020	.060	.045
P-256AX, P-342AX, P-343AX, P-356AX, P-395AX	.035	.020	.085	.070

*Piston P-154AX "OS2" type .125 thousandths oversize semi-finished, for grinding to .110 oversize.

For Chevrolet				
P-384AX, P-390AX	.035	.020	.125	.110

For Chrysler Engines				
P-207ARX	.035	.020	.100	.085
P-214AX	.035	.020	.075	.060
P-215ARX	.035	.020	.075	.060
P-337AX	.035	.020	.125	.110
P-339AX	.035	.020	.125	.110

For Trucks & Tractors: .100 oversize semi-finished, for finish grinding to .085 oversize.

PISTON PINS

Standard-3-5-10 thousandths oversize.

Chevrolet, Ford, Ford Tractor, Lincoln and Mercury: Std.-1½-3-5-10 thousandths oversize.

Chrysler Engines: W-066N, W-9170, W-9226, Std.-1½-3-5-10-15-20 thousandths oversize.

PRINTED IN U.S.A.

for A. C. F. BUS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–35	30, C30, 30A, 40, C40, C85, 6T; T160, TT160, 160, 6T-Tractor; 701; C-P-S-85; C-P-30; C-S-P-O-40; C-P-S-30A; Bus (Hall-Scott 160).	6	4¼	18–⅛	6–¼ 6–3/16	L1277	5277		2277
1930–35	45, C45, 64, C64, 175, T175A, T175B, 4-7½ T; TT175B, 6½T, TT175A, 7½T; Tractor; C-P-O-S-45, 64 Bus; Metropolitan; 175; Bus (Hall-Scott 175)	6	5	18–3/16	12–3/16		5268		2268
1933–36	160A, 28–31 Pass; 511, 511–3, 30, 40 Pass; H12, H12S, (Hall Scott 166, 166–2, 166–3)	6	4¼	18–⅛	12–3/16	L1026	5026		2026
1933–36	85, P85, S85, 216, P216, S216, (Hall-Scott 147)	6	4	18–⅛	6–3/16	L884	4884		1884
1933–37	H9, H9P, H9S, H16 (Hall Scott 180)	6	5	18–3/16	12–¼		5269		2269
1935–37	H15, H17, to Eng. 550354 (Hall Scott 135)	6	4½	12–⅛ 6–3/16	12–3/16	L1262	5262		2262
1935–47	H13, H13S, H15, 29P, 31S (Hall Scott 130)	6	4¼	12–⅛ 6–3/16	12–3/16	L1259	5259		2259
1935–48	H15, H15S, H17, 29P, 31S, 36S, after Eng. 550355 C-36, (Hall Scott 135)	6	4½	18–⅛	6–¼	L1261	5261		2261
1938–48	C40, C44, H9P, H9S, H16, H16S, H16SE, 37P, 37PB, 37PBS, 40, 41S, 45S (Hall Scott 180)	6	5	18–⅛	6–5/16		5271		2271
1939–47	25P, 26U, 26S, 29P (Hall Scott 95):	6	4						
	For 4-Ring Pistons			6–3/32 12–⅛	6–¼	L1276	5276		2276
	For 5-Ring Pistons			18–⅛	6–¼ 6–3/16	L2501	42501		12501
1939–47	37P, 37PA, 37PB Special, IC-41, (Hall Scott 190):	6	5¼						
	For 4-Ring Pistons			6–3/32 12–⅛	6–¼		5279		2279
	For 5-Ring Pistons			18–5/32	6–5/16 6–3/16		42502		12502
	For 6-Ring Pistons			24–⅛	6–3/16 6–5/16		5274		2274
1941–47	41S, 37PBS (Hall Scott 162)	6	4⅝	18–⅛	6–¼		5278		2278
1941–46	29P, 31S (Hall Scott 130)	6	4¼	18–⅛	6–¼	L932	4932		1932
				Chrome Rebore-Rebuild Set C4932					
1947–48	C36 (Hall Scott 136)	6	4½	6–3/32 12–⅛	6–¼				
	Std. Wall					L2564	42564		12564
	Thick Wall					L2562	42562		12562

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1933–48	H9, H-9-S, H-9-P, H-16, H-16-S, H-16-SE, 37P, 37PB, 37PBS, C40, 41S, C44, 45S	6	5	Hall-Scott 180
1935–47	H-13, H-13-S, H-15, 29P, 31S, Bus	6	4¼	Hall-Scott 130
1935–48	H-13, H-15, H-15-S, H-15-P, H-17, H-17-S, 36S, C36, Bus	6	4½	Hall-Scott 135
1939–47	25P, 26U, 26S, 29P	6	4	Hall-Scott 95
1941	41S	6	4¼	Hall-Scott 162
1947	IC41	6	5¼	Hall-Scott 190

Listed with Allis-Chalmers for ADVANCE RUMELY

for AEROCOACH BUS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1940–41	EFI, EFT, PB-20 (Ford V-8):	8	3 3/16						
	For 3-Ring Pistons			16–3/32	8–5/32	L248	4248	1548	548
				Chrome Rebore-Rebuild Set C4248					
	For 4-Ring Pistons			16–3/32	16–5/32	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					
1941–42	P-29 (I. H. C. FBB-401)	6	4 1/8	18–1/8	6–3/16	L878	4878		1878
				Chrome Rebore-Rebuild Set C4878					
1941–42	P-33 (I. H. C. FBB-450A)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1946–47	P-45-37, P-46-37, P-47-37, P-371 (I.H.C. RED-450)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1947	T-47-36 (Cont. R6513)	6	4 1/2	18–3/32	6–1/4 6–3/16	L2563	42563		12563
1947	P-47-41, T-47-40, T-451 (Cont. R6572)	6	4 3/4	18–3/32	6–1/4 6–3/16		42561		12561

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1940–41	EFI, EFT, PB-20	8	3 3/16	Ford V8
1941–42	P-29	6	4 1/8	I. H. C. FBB-401
1941–42	P-33	6	4 3/8	I. H. C. FBB-450
1946–47	P-45-37, P-46-37, P-47-37	6	4 3/8	I. H. C. RED-450
1947	P-47-36	6	4 1/2	Cont. R6513
1947	P-47-41, T-47-40	6	4 3/4	Cont. R6572

for ALLIS-CHALMERS & ADVANCE-RUMELY TRACTORS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1922–29	E, 20-35 to Engine 32749:	4	4 3/4						
	Standard Compression			8–5/16	4–5/16				1896
	High Compression			12–1/4	4–1/4		4811		1811
1925–31	Advance-Rumely Oil Pull M20-35 after M1018; X, 25-40	2	6 13/16	8–5/16	2–5/16				1893
1925–33	Advance-Rumely Oil Pull L15-25; W20-30	2	5 13/16	8–1/4	2–1/4				1892
1926–39	Combines Hillside, Prairie No. 1, No. 2, 12-16, 12-20 Cut (Herc. OX)	4	4	12–3/16	4–3/16	L805	4805		1805
1928–38	Advance-Rumely Do-All 19.6; Advance-Rumely and Allis-Chalmers, Combines No. 3, No. 4, 10-12 Cut (Waux. XA)	4	3 1/2	8–3/16	4–3/16	L832	4832		1832
1929–34	E, 35 after Engine 32749; K, E, 35 to Engine K2670; 25-40; Road Maintainer	4	4 3/4	12–1/4	4–1/4		4811		1811
1930	United, U, UC, (Early Models) (Cont. S-4)	4	4 1/4	8–1/4	4–1/4	L910	4910		1910

(Continued on next page)

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PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–34	United U, UC All Crop (Late Models) (Cont. S10)	4	4 1/4	12–3/16	4–1/4	L838	4838		1838
1931–36	Rumely 6, 6A (Wauk. 6MZ)	6	4 1/4	18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1932–46	E-Threshermen Special, K, 50; Power Units: E60	4	5 1/4	12–3/16	4–1/4		5368		2368
1932–46	L, L90	6	5 1/4	18–3/16	6–1/4		5365		2365
1932–46	K, WK, E, 35 after Engine K2670; No. 54 Speed Patrol	4	5	12–3/16	4–1/4		5369		2369
1933–36	1933–36 M; 1935-36 U, UC after U7404 and UC1268; IU; No. 42 Speed Patrol Power Unit: U40	4	4 3/8	12–3/16	4–1/4	L894	4894		1894
1933–47	W, WC, WF, W Speed Patrol, Power Units: W25	4	4	12–1/8	4–3/16	L802	4802		1802
1936–39	KO, WKO; KO54 Speed Patrol; Power Unit: EO60	4	5 1/4	12–3/16	4–1/4		5368		2368
1936–46	LO, Power Unit: LO90	6	5 1/4	18–3/16	6–1/4		5365		2365
1936–46	A-Kerosene	4	5	12–3/16	4–1/4		5369		2369
1936–46	A-Gasoline	4	4 3/4	12–1/4	4–1/4		4811		1811
1938–46	B, IB, Power Unit: B15 (Gasoline & Kerosene)	4	3 1/4	8–1/8	4–3/16	L824	4824		1824
1938–46	S, SO, WSO	4	5 3/4	12–3/16	4–1/4				2376
1939–41	RC to Engine 6688; C to Tractor C12, Combine: 60H	4	3 3/8	8–1/8	4–3/16	L943	4943		1943
1939–46	U, UC, IU, M, WM; No. 42, UM42 Speed Patrol, Power Unit: U40:	4	4 1/2						
	For 4-Ring Pistons			8–5/32	8–1/4	L1374	5374		2374
	For 5-Ring Pistons			12–5/32	8–1/4	L1373	5373		2373
1940–48	HD7-Diesel (GMC 3-71)	3	4 1/4	12–1/8	6–3/16	L953	4953		
				Chrome Rebore-Rebuild Set C4953					
1940–48	HD10-Diesel (GMC 4-71)	4	4 1/4	16–1/8	8–3/16	L954	4954		
				Chrome Rebore-Rebuild Set C4954					
1940–48	HD14, HD14C, HD19H, Diesel (GMC 6-71)	6	4 1/4	24–1/8	12–3/16	L955	4955		
				Chrome Rebore-Rebuild Set C4955					
1941–46	RC after Engine 6688; C after Tractor C12; Power Units B, B-15	4	3 3/8	12–1/8	4–3/16	L931	4931		1931

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PISTON, PIN & SLEEVE ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1922–29	E, 20-35, to Engine 32749	4	4 3/4						
	Standard Compression			2–5/16	1–5/16		W-9128		WB-1741
	High Compression					SA-17 With PR-10 Packing Ring.			
				3–1/4	1–1/4	P-967X	W-9128		WB-1741
	☞ These engines have light crankshafts and are not recommended as being suitable for adoption of 5″ equipment.								
1926–39	Combines Hillside, Prairie No. 1, No. 2, 12-20 Cut. (Herc. OX)	4	4	3–3/16	1–3/16	P-734X	W-6011	Osc.	
1928–38	Advance-Rumely Do-All 19.6; Advance-Rumely and Allis-Chalmers Combines No. 3, 10-12 Cut. (Wauk. XA)	4	3 1/2	2–3/16	1–3/16	P-873X	W-8073	Osc.	
1929–34	E, 35 after Engine 32749; K, E, 35 to Engine K2670; 25-40; Road Main. (4 3/4″ Cyl. Dia.)	4	4 3/4	3–1/4	1–1/4	SA-17 With PR-10 Packing Ring.			
						P-967X	W-9128	SS-204	WB-1741
	☞ Use SA-41 Standard Compression when changing 4 3/4″ motors to 5″. If Pistons only are desired, use P-1155X Standard Compression or P-1178X High Compression.								
1930	United U, UC, (Continental S-4) to Engine No. S10A-2001	4	4 1/4	2–1/4	1–1/4	P-788X	W-7088	LR-22	WB-1797
1930–34	United U, UC All Crop (Continental S-10) from Engine No. S10A-2001 to Tractors U7404 and UC1268	4	4 1/4	3–3/16	1–1/4	P-1009X	W-7088	LR-22	WB-1797
1931–36	Rumely 6, 6A (Waukesha 6MZ)	6	4 1/4	3–1/8	1–3/16	P-1076X	W-9218	Osc.	
1932–33	50 (Monarch)	4	5 1/4						
	Standard Compression			3–1/4	1–1/4		W-9241		WB-1741
1932–35	K, E, 35 from Engine K2670 to K8330; 25-40; No. 54 Speed Patrol. (5″ cyl. Dia.) (Single Packing Ring Groove in Cylinder Block)	4	5						
	Standard Compression for Gasoline					SA-41 With PR-10 Packing Ring.			
				3–3/16	1–1/4	P-1155X	W-9128		WB-1741
	Super Power or High Compression for Alcohol or High Altitude Gasoline			3–3/16	1–1/4	P-1178X	W-9128		WB-1741
1933–47	Tractors; W, WC, WF; W Speed Patrol; Power Unit W25	4	4						
	Standard or Medium Compression for Low Grade Fuel (4.2 to 1 Ratio)					SA-86 With two PR-23 Packing Rings.			
				3–1/8	1–3/16	P-1122X	W-9280	Osc.	WB-1888 WB-1889
	Super Power or High Compression for Gasoline (Aluminum Piston)					SA-127 With two PR-23 Packing Rings.			
				3–1/8	1–3/16	P-391AX	W-9280	Osc.	
	☞ SA-86 includes Piston P-1122X which has Concave Head 9/16″ deep. SA-127 includes Flat Head Aluminum Piston P-391AX. SA-86 and SA-127 are Late Type Assemblies having Sleeves grooved for two PR-23 Packing Rings. If Packing Rings only are needed for Early Type Sleeves having single Packing Ring groove, originally used in 1933-37 Motors before Engine No. W65529, use PR-19. WB-1888 is 1″ long; WB-1889 is 1 1/4″ long; one each is used in Piston P-1122X.								
1932–46	Tractors: E-Thresherman Special, K, 50, 4 cyl; L, 6 cyl; Power Units: E60, 4 cyl.; L90, 6 cyl. (5 1/4″ cyl. Dia.)	4–6	5 1/4						
	Standard Compression—for Gasoline. (4.4 to 1 Ratio)					SA-42R With two PR-16 Packing Rings.			
				3–3/16	1–1/4	P-1164X	W-9241		WB-1741
	Super Power or High Compression—for Alcohol or Combination Natural Gas and Gasoline (5 to 1 Ratio)					SA-56R With two PR-16 Packing Rings.			
				3–3/16	1–1/4	P-1179X	W-9241		WB-1741
	☞ SA-42R includes Piston P-1164X which has Concave Head 3/4″ deep; SA-56R includes Flat Head Piston P-1179X.								

(Continued on next page)

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PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1933–36	1933-36 M; 1935-36 U, UC after Tractors U7404 and UC1268; IU; No. 42 Speed Patrol Power Unit: U40 (4 3/8" Original Cyl. Dia.)	4	4 3/8	3–3/16	1–1/4	See Note	W-9282	.....	WB-1890
	NOTE: Use SA-65S Standard or Medium Compression (4.7 to 1 Ratio), SA-95R High Compression or Super Power (5.5 to 1 Ratio), Complete Sleeve Assemblies with 5-Ring Pistons, when changing 4 3/8" motors to 4 1/2".								
1935–46	K, WK, E, 35 after Engine-K8330; No. 54 Speed Patrol. (5" cyl. Dia.) (Sleeve Grooved for two Packing Rings)	4	5						
	Standard Compression for Gasoline	....	....	.....	.....	SA-39 With two PR-16 Packing Rings.			
				3–3/16	1–1/4	P-1155X	W-9128	.....	WB-1741
	Super Power or High Compression for Alcohol or Gasoline	....	....	.....	.....	SA-54 With two PR-16 Packing Rings.			
				3–3/16	1–1/4	P-1178X	W-9128	.....	WB-1741
	Use SA-42R Standard Compression or SA-56R High Compression when changing 5" Motors to 5 1/4".								
1936–46	A to K2668 Gasoline (4 3/4" Cyl. Dia.)	4	4 3/4	.....	.....	SA-69 With two PR-16 Packing Rings.			
				3–1/4	1–1/4	P-967X	W-9128	.....	WB-1741
1936–46	A-Kerosene (5" Cyl. Dia.)	4	5	3–3/16	1–1/4	.....	W-9128	.....	WB-1741
1936–39	Tractors: KO, WKO; KO54 Speed Patrol, 4 cyl.; LO, 6 cyl. Power Unit: EO60, 4 cyl.; LO90, 6 cyl.	4–6	5 1/4	.....	.....	SA-68 With two PR-16 Packing Rings.			
				3–3/16	1–1/4	See Note	W-9241	.....	WB-1741
	SA-68 includes Piston which has Cupped Head 1 13/32" deep, and is Original Type for Motors after No. KO-20028 and LO-15008. Motors prior to No. KO-20028 and LO-15008 were originally equipped with Pistons having 1/4" Rings and different Head Depth. These early type pistons and the sleeve Assemblies containing them are obsolete. To replace them, use SA-68 in Complete Sets.								
1936–46	Tractors: U, UC, IU, M, WM; No. 42, UM42 Speed Patrol; Power Unit: U40 (4 1/2" cyl. Dia.)	4	4 1/2						
	Standard Compression (4.2 to 1 Ratio)	....	....	.....	.....	SA-64S With two PR-23 Packing Rings.			
				3–5/32	2–1/4	P-1231RX	W-9282	.....	WB-1890
	Medium Compression (4.7 to 1 Ratio)	....	....	.....	.....	SA-65S With two PR-23 Packing Rings.			
				3–5/32	2–1/4	P-1232RX	W-9282	.....	WB-1890
	Super Power or High Compression (5.5 to 1 Ratio)	....	....	.....	.....	SA-95R With two PR-23 Packing Rings.			
				3–5/32	2–1/4	P-1249RX	W-9282	.....	WB-1890
	SA-64S includes Piston P-1231RX which has concave head 3/4" deep; SA-65S includes Piston P-1232RX which has slightly concave head 5/32" deep; SA-95R includes Piston P-1249RX which has Flat Head.								
1938–46	Tractors: B, IB; Power Unit: B15. Standard Compression (4.92 to 1 Ratio with one Head Gasket; 4.6 to 1 Ratio with two Head Gaskets)	4	3 1/4	.....	.....	SA-74 With two PR-22 Packing Rings.			
				2–1/8	1–3/16	P-1221X	W-9354	Osc.	WB-1924
	Use SA-103 High Compression Sleeve Assemblies when changing over 3 1/4" ("B" Tractor) Motors to 3 3/8" ("C" Tractor).								
1939–41	Tractors: RC to Engine 6688; C to Tractor C12; Combine: 60H	4	3 3/8						
	Standard Compression (5 to 1 Ratio with one Head Gasket; 4.7 to 1 with two Head Gaskets)	....	....	.....	.....	SA-85 With two PR-22 Packing Rings.			
				2–1/8	1–3/16	P-1236X	W-9354	Osc.	WB-1924
	Use SA-103 High Compression Sleeve Assembly when desiring to convert Engines to High Compression. If Piston only is desired, use P-1265X.								

(Continued on next page)

for ALLIS-CHALMERS & ADVANCE-RUMELY
PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1940–48	Diesel HD5, 2 cyl.; HD7, 3 cyl.; HD10, 4 cyl.; HD14, HD19H, 6 cyl.	2–3–4–6	4¼	4–⅛	2–3/16	SA-120 P-1278X	W-9401	LR-87	WB-1953 Pin Cover → M-643
1941–46	RC after Engine 6688; C after Tractor C12	4	3⅜						
	Standard Compression (4.75 to 1 Ratio —Concave Head Piston)	....	....	.....	.....	SA-102	With two PR-22 Packing Rings.		
				3–⅛	1–3/16	P-1264X	W-9354	Osc.	WB-1924
	High Compression (5.75 to 1 Ratio— Flat Head Piston)	....	....	.....	.....	SA-103	With two PR-22 Packing Rings.		
				3–⅛	1–3/16	P-1265X	W-9354	Osc.	WB-1924

☛ SA-102 Assembly is for engines equipped to burn distillate, tractor fuel or low octane gasoline up to 5000 ft. altitude. These engines have letter "K" following engine serial numbers. SA-103 Assembly is for engines equipped to burn gasoline only—60 octane or higher. These engines have letter "G" following serial numbers.
✢ Piston Pin Bushings for Upper End of Connecting Rod are not included in Sleeve Assemblies.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1919–25	General Purpose, 6-12, AC	4	.....	.....	G-271	G-271	VS-260	VS-260	.....
1926–39	Combines Hillside, Prairie, No. 1, No. 2, 12-20 Cut	4	V-80	V-80	G-3	G-3	VS-188	VS-188	VK-46
1928–38	Advance-Rumely Do-All 19.6; Advance-Rumely and Allis-Chalmers Combine No. 3, 10-12 Cut	4	V-675	V-675	G-172	G-172	VS-74	VS-74	VK-44
1929–39	Tractors: E, E-Thresherman Special; 35 after Engine 32749; K to Engine 12078; WK, 25-40, 50; A-Gasoline and Kerosene, to Engine A49764; TW; No. 54 Speed Patrol 4 cyl.; L to Engine 3517, 6 cyl. Power Units: E60, 4 cyl.; L90, 6 cyl. (7/16" Stem Dia. Valves)	4–6	V-788	V-789N	G-212	G-212	VS-208	VS-208	VK-107
	☛ For above Motors having ½" Stem. Dia. Valves use V-1269, V-1270N, G-379, VS-208 and VK-106 shown in later listing.								
1930–34	United U, UC All Crop (Continental) from Engine No. S10A-2001 to Tractors U7404 and UC1268	4	V-790	V-791N	G-211	G-211	VS-209	VS-209	VK-13
1931–36	Rumely 6, 6A (Wauk. 6MZ)	4	V-661	V-662N	G-187	G-187	VS-187	VS-187	VK-44
1933–47	Tractors: W, WC, WF, WT; W Speed Patrol, Power Unit: W25	4							
	For 1933-39 Engines to No. W84246 (Valves have 7/16" Long Keeper Groove)	....	V-976	V-977N	G-326	G-285	VS-279S	VS-279S	VK-44
	For 1939-47 Engines after No. W84246 (Valves have Narrow Keeper Groove)	....	V-1360S Super Valve with Eatonite Face. V-1271	V-1272N	G-326	G-285	VS-342	VS-342	VK-149
1933–46	Tractors: 1933-46 M, WM; 1935-46 U, UC after Tractor U7404 and UC1268; IU; No. 42, UM42 Speed Patrol Power Unit: U40	4	V-994	V-995N	G-285	G-285	VS-279S	VS-279S	VK-44
1936–46	Tractors: KO, WKO after Serial KO-5200; KO54 Speed Patrol; S, SO, 4 cyl.; LO, 6 cyl.; Power Unit: EO60, 4 cyl.; LO90, 6 cyl.	4–6	.....	.....	.....	.....	VS-331 Outer VS-332 Inner	VS-331 Outer VS-332 Inner	VK-106
1938–46	Tractors: B, IB, RC, C; Power Unit: B15; Combine: 60H	4	V-1207	V-1208N	G-354	G-354	VS-342	VS-342	VK-138

(Continued on next page)

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VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1939–46	Tractors: A-Gasoline and Kerosene after Engine A49764; K after Engine 12078; TW; No. 54 Speed Patrol, 4 cyl.; L after Engine 3517, 6 cyl.; Power Units: E60, 4 cyl.; L90, 6 cyl. (½" Stem Dia. Valves)	4–6	V-1269	V-1270N	G-379	G-379	VS-208	VS-208	VK-106
1940–48	Diesel HD5, 2 cyl.; HD7, 3 cyl.; HD10, 4 cyl.; HD14, HD19H, 6 cyl.	2–3 4–6	V-1339	V-1339	.....	.....	.....	.....	VK-84

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1919–25	6-12, AC, General Purpose	4	Use Parts Listed for LeRoi 2C.										
1926–39	Combines Hillside, Prairie, No. 1, No. 2, 12-20 Cut	4	Use Parts Listed for Hercules OX.										
1928–38	Advance-Rumely Do-All 19.6; Advance-Rumely and Allis-Chalmers Combine No. 3, 10-12 Cut	4	Use Parts Listed for Waukesha XA.										
1929–46	E, 35 after Engine 32749; 25-40, K after Tractor K51, WK, KO, WKO, 35, 50; A-Gasoline and Kerosene; No. 54, KO54 Speed Patrol (3" Dia. Crankshaft)	4	....	....	2648	.090†	2648	.090†	2649	.090†	....	....	.....
	Bearing Shims	....	B-1299	B⅛	B-1866	B⅛	B-1866	B⅛	B-1384	B⅛	....	....	.....
1930–34	United U, UC All-Crop (Continental S-10) from Engine No. S10A-2001 to Tractor U7404 and UC1268	4	....	....	2763	.090†	2764	.090†	2765	.090†	....	....	.....
	Bearing Shims	....	B-1437	.008	B-1419	.020	B-1419	.020	B-1419	.020	....	....	.....
1931–36	Rumely 6, 6A (Wauk. 6MZ)	6	....	....	2416	.090†	2417	.090†	2418	.090†	2419	.090†	2–3–5–6
1932–46	Tractors: E-Threshermen Special, K, 50, 4 cyl.; L, LO, 6 cyl.; Power Units: E60, 4 cyl.; L90, LO90, 6 cyl. (5¼" cyl. Dia.)	4–6	....	....	2648	.090†	2648	.090†	2649	.090†	2648	.090†	3
	Bearing Shims	....	B-1299	B⅛	B-1866	B⅛	B-1866	B⅛	B-1384	B⅛	B-1866	B⅛	3
1933–36	Tractors: W; WC to Engine W13663; Power Unit: W25 (2" I.D. Con Rod Bearing)	4	2760	See Note	2646	See Note	2647	See Note	2647	See Note	....	....	.....
	Bearing Shims	....	B-2009	.008	B-2010	.008	B-2021	.008	B-2021	.008	....	....	.....
	☛ 2760 is available .002, .010, .020, and .060 undersize. 2646 and 2647 are available .002, .020, and .090 undersize.												
1933–46	Tractors: 1933-46, M, WM; 1935-46 U, UC after Tractor U7404 and UC1268; IU; No. 42, UM-42 Speed Patrol; Power Unit: U40	4	....	....	2670	.090†	2671	.090†	2672	.090†	....	....	.....
	Bearing Shims	....	B-1644	.015	B-1662	.021	B-1687	.021	B-1687	.021	....	....	.....
1936–47	Tractors: WC after Engine W13663; WF; W, Speed Patrol; Power Unit: W25 (2⅜" I.D. Con. Rod Bearing)	4	2907	See Note	2646	See Note	2647	See Note	2647	See Note	....	....	.....
	Bearing Shims	....	B-2009	.008	B-2010	.008	B-2021	.008	B-2021	.008	....	....	.....
	☛ 2907 is available .002, .010, .020, and .060 undersize. 2646 and 2647 are available .002, .020, and .060 undersize.												
1938–46	Tractors: B, IB, RC, C; Power Unit: B15; Combine: 60H	4	2962	See Note	2963	.090	2964	.090	2964	.090	....	....	.....
	Bearing Shims	....	B-2275	.008	B-2234	.008	B-2234	.008	B-2234	.008	....	....	.....
	☛ 2962 is available .002, .010, and 060 undersize.												

★Bearings marked † are supplied only in undersize and NOT in Standard size.

(Continued on next page)

for ALLIS-CHALMERS & ADVANCE-RUMELY

MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1940–48	Diesel HD5, 2 cyl.; HD7, 3 cyl.; HD10, 4 cyl; HD14, HD19H, 6 cyl.	2–3		See		See		See		See		See	See
		4–6	3294	Note	3295	Note	3295	Note	3295	Note	3295	Note	Note

☛3294 and 3295 are available .020, .030, and .060 undersize.
NOTE: Use Three Main Bearings for 2 cyl.; Four Main Bearings for 3 cyl.; Five Main Bearings for 4 cyl.; Seven Main Bearings for 6 cyl. Motors.

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimension following Shim stock number indicates thickness of Shim.
The Suffix "B" indicates the Shim is Babbitt Tipped.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1933–46	Tractors: 1933-46, M, WM; 1935-46, U, UC after Tractor U7404 and UC1268, IU, Speed Patrol; No. 42, UM42, Speed Patrol; Power Unit: U40	4	.....		Fan Hub Pin M-33 Impeller Pin M-35 Seal Washer M-134 Plunger Spring M-135 Thrust Plunger M-136 Impeller Key M-137
1933–47	W, WC, WF, WT; W, Speed Patrol; Power Unit: W25	4			
	For Bushing Type Pumps used to Engine W105272; W106271 to W106437	...	.....	PA-237	.....
	For Bearing Type Pumps used from Engine W105272 to W106271; after W106437	...	.....		Shaft PS-193 Complete Seal M-211 Fan Hub M-465 To-Block Gasket M-467
1938–46	Tractors: B, IB, RC, C; Power Unit B15; Combine: 60H	4	.....	PA-236	.....

for ANGLEWORM TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width Comp. Rings	Number and Width Oil Rings	Piston Ring Set Numbers Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1935–36	10 (Continental C400):	4	3 3/8						
	For 3-Ring Pistons			8–1/8	4–3/16	L943	4943		1943
	For 4-Ring Pistons			12–1/8	4–3/16	L931	4931		1931
1937–46	0 (Hercules ZXB)	4	2 5/8	8–1/8	4–3/16	L880	4880		1880
1937–46	10 (Hercules IXB)	4	3 1/4	8–1/8	4–3/16	L1312	5312		2312

for ANGLEWORM TRACTOR

MOTOR PARTS

☛After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1935–36	10	4	3 3/8	Continental C400
1937–46	0	4	2 5/8	Hercules ZXB
1937–46	10	4	3 1/4	Hercules IXB

for ARIENS-TILLER

PISTON RING SETS

1936–47	C 5 1/2 and 6 HP (Wisc. AF & AFH)	1	3 1/4	3–1/8	1–3/16	L1094	5094		2094
1936–47	B, 8 and 9 HP (Wisc. AH & AHH)	1	3 5/8	3–1/8	1–3/16	L465	4465		765
1936–46	A, 14 1/2 HP (Wisc. AC-4)	4	2 5/8	12–3/32	4–3/16	L1091	5091		2091

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for ARMLEDER TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–36	61, 61H, 61HA, 2½-7 Ton (Herc. WXC2):	6	4⅛						
	For Iron Pistons			18–3/16	6–3/16	L1352	5352		2352
	For Aluminum Pistons			18–⅛	6–3/16	L458	4458		758
1930–36	21H, 21HA, 31H, 31HA, 41, 41H, 41HA, 1¼-6 Ton (Herc. WXC):	6	4						
	For Iron Pistons			18–3/16	6–3/16	L1120	5120		2120
	For Aluminum Pistons			18–⅛	6–3/16	L858	4858		1858
1931–36	71, 71H, 71HA, TRD, 3-10 Ton (Herc. YXC):	6	4⅜						
	For Iron Pistons			18–3/16	6–3/16	L1357	5357		2357
	For Aluminum Pistons			18–⅛	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1932–36	11H, 11HA, 1-3 Ton (Cont. 16C & 20C)	6	3⅜	12–⅛	6–⅛				
					6–5/32	L372	4372		672
1932–36	TRA, TRH, TRHA, TRD, TRDA, 2-12 Ton (Herc. YXC3):	6	4⅝						
	For Iron Pistons			18–3/16	6–3/16		5330		2330
	For Aluminum Pistons			18–⅛	6–3/16		5362		2362
1933–36	71H, 71HA, TRDB, 2-15 Ton (Herc. RXC):	6	4⅝						
	For 4-Ring Iron Pistons			18–3/16	6–3/16		5330		2330
	For 5-Ring Aluminum Pistons			24–⅛	6–3/16		4921		1921

for AUTOCAR TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1928–35	M6, N, NA to NF, NFS, NS, NT, S, SCA, SCH, SCHA, SCHB, SCHS, SCHSA, SCHSB, SCHST, SCHT, SH, SHA, SHB, SHS, SHSA, SHSB, SHST, SHT, TEA, TEB, TEC, UN, UNF, UNFS, US, USF, 2½-5 Ton (SCH Motor):	6	4¼						
	For Iron Pistons			18–5/32	6–3/16				1885
	For Aluminum Pistons			18–⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1930–35	C, CA, CBS, CE, CEA, CEB, CG, F, FA, FB, FT, G, GA, GB, NG, NH, SCL, SCLA, SCM, SE, T, TE, TFA, TFB, TFC, TS, USE, UT, UTE, 3½-10 Ton (SCM Motor):	6	4½						
	For Iron Pistons			18–5/32	6–3/16				1886
	For Aluminum Pistons			18–⅛	6–3/16	L889	4889		1889
1931–35	A, AA, AB, D, DA, DB, DE, DF, DH, DT, UD, UDF, 1½-8 Ton (SA and SD Motors):	6	4						
	For Iron Pistons			18–5/32	6–¼	L800	4800		1800
	For Aluminum Pistons			18–⅛	6–3/16	L884	4884		1884
1932–46	C30, C30T, R, RB, RE, RF, RG, RH, RHD, RHT, RM, RMT, URB, U30, U30T, 6RH (R315 and 331 Motors)	6	3¾	18–⅛	6–3/16	L862	4862		1862

(Continued on next page)

for AUTOCAR TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1935–48	C40, C40D, C40T, C50, C50D, C50T, C5064, C50-2494, C60, C4062, C4064, D, DF, DFT, DH, DP, DT, RH, RHD, RHT, RL, RLD, RLS, UD, UDF, UDFT, UDP, UDT, URL, URLS, US, U40, U40D, U40T, U50, U50T, U60, U60D, U4044, U4062, U4144, U4144T, U5044, 1TR, 1UTR, 6D, 6DF, 6RH, 6UD, 6UDF (358 and 377 Motors)	6	4	18–1/8	6–3/16	L884	4884		1884
1935–48	C70, C70D, C70T, C7044, C7066, C80, C80D, C80T, C8062, DF, DH, N, NF, NFS, NT, S, TS, UDF, UN, UNF, UNFS, UNT, US, U70T, U80, U80D, U80T, UTS, U8162, 2TR, 2UTR, 3UTR, 3TR, 4TR, 4UTR, 6N, 6UN (404, 447, NB-477 Motors)	6	4 1/4	18–1/8	6–3/16	L888 Chrome Rebore-Rebuild Set C4888	4888		1888
1935–48	C, CE, C70S, C70TS, C90, C90D, C90T, C8044, C8064, C9062, C9064, N, NF, NDS, NFS, NFT, N60C, N75C, S, T, TC, TD, TO, TS, TT, UN, UNF, UNFT, US, UT, UTD, UTO, UTS, UTT, 3TR, 3UTR, 4N, 4NF, 4S, 4TR, 4UTR, 5TR, 5UTR, 6NF, 6T, 6UNF, 6UT, U70S, U70TS, U90, U90D, U90T, U8064, U9062, U9064, 4 1/2-15 Ton (453 and 501 Motors)	6	4 1/2	18–1/8	6–3/16	L889	4889		1889
1937–42	A, UA, C10, U10 (Herc. JXB)	6	3 5/8	18–1/8	6–3/16	L847 Chrome Rebore-Rebuild Set C4847	4847		1847
1939–45	DF, DH, N, NED, NFS, UDF, UN, UNFS, 2TR, 2UTR; C60T, C70, C6044, C7062, C7064, U60T, U70, U7062, U7064 (408 Motor)	6	4 1/16	18–1/8	6–3/16	L1379	5379		2379
1940	C9064–1965, 10 Ton (HERC. HXC)	6	5 1/4	18–5/32	6–1/4		4919		1919
1940–46	U2044, 2 1/2 Ton (HERC. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1941–46	U7144T, U8144T, U8144D, 4-6 Ton (HERC. RXC) For Aluminum Pistons	6	4 5/8	24–1/8	6–3/16		4921		1921
1944–47	DC100, DC100D, DC100T, DC10064, DC10064S, (Cum-Diesel HB600)	6	4 7/8						
	For 4-Ring Piston			18–1/8	6–3/16		4947		1947
	For 5-Ring Piston			18–1/8	12–3/16		4948		1948
1946–47	DC100DN (Cum-Diesel NH600)	6	5 1/8	18–5/32	6–1/4				12624*

*Set No. 12624 contains Keystone Rings.

MOTOR PARTS

☛This listing is divided into two sections. The first (headed "Motor Parts") shows the model and the motor used in each model. By referring to the motor listings the stock numbers are easily obtained. The second is a regular listing of models showing the stock numbers necessary to service each model.

☛After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1932–36	CF, TF, TFT, 6TF, 7 1/2-20 Ton	6	5	Wauk. 6RB
1937–40	A, UA, C10, U10, C10T	6	3 5/8	Herc. JXB
1937–40	B, UB, U10T, C20, U20, U20T, C20T	6	3 3/4	Herc. JXC
1939–40	DC10, DU10, DC10T, DU10T	6	3 1/2	Herc. (Diesel) DJXB
1939–40	DC20, DU20, DC20T, DU20T	6	3 3/4	Herc. (Diesel) DJXC
1939–40	C-9044	6	5	Herc. HXB
1940	DC100T, DC100D, DC10044, DC10062, DC10064	6	4 7/8	Cum.-Diesel HB6
1940	C9064-1965, 10 Ton	6	5 1/4	Herc. HXC
1940–46	U2044, 2 1/2 Ton	6	4	Herc. JXD
1941–46	U7144T, U8144T, U8144D, 4-6 Ton	6	4 5/8	Herc. RXC
1944–46	DC100, DC100D, DC100T, DC10064, DC10064S	6	4 7/8	Cum.-Diesel HB600

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PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1928–35	M6, N, NA, NB, NC, ND, NE, NF, NFS, NS, NT, S, SCA, SCH, SCHA, SCHB, SCHS, SCHSA, SCHSB, SCHST, SCHT, SH, SHA, SHB, SHS, SHSA, SHSB, SHST, SHT, TEA, TEB, TEC, UN, UNF, UNFS, US, USF, 2½–5 Ton. (Own "SCH" Motor)	6	4¼	3–5/32	1–3/16	P-1003X	W-6001	LR-32	WB-1838
				3–1/8	1–3/16	P-327AX	W-6001	LR-32	WB-1838
	☛ P-1003X is a Gray Iron Original Type Piston; P-327AX is a T-Slot Cam Ground Optional Aluminum Piston.								
1930–35	C, CBS, CA, CE, CEA, CEB, CG, F, FA, FB, FT, G, GA, GB, NG, NH, SCL, SCLA, SCM, SE, T, TE, TFA, TFB, TFC, TS, USE, UT, UTE, 3½–10 Ton. (Own "SCM" Motor)	6	4½	3–5/32	1–3/16	P-1004X	W-9171	LR-32	WB-1838
				3–1/8	1–3/16	P-262AX	W-9171	LR-72	WB-1838
	☛ P-1004X is a Gray Iron Original Type Piston; P-262AX is a Heavy Duty Aluminum Optional Piston.								
1931–35	A, AA, AB, D, DA, DB, DE, DF, DH, DT, UD, UDF, 1½–8 Ton. (Own "SA" and "SD" Motors)	6	4	3–5/32	1–¼	.....	W-7006	LR-32	WB-1838
				3–1/8	1–3/16	P-231ARX	W-7006	LR-32	WB-1838
	☛ P-231ARX is a Heavy Duty Aluminum Piston.								
1932–42	R, RB, RE, RF, RG, RH, RHD, RHT, RL, RM, RMT, URB, 6RH, C30, C30T, U30, U30T, 1½-6½ Ton. (Own "R" and "315" Motors)	6	3¾	3–1/8	1–3/16	P-354AX	See Note	.....	.....
	NOTE: Piston Pin supplied with Piston only.								
1935–47	D, DF, DFT, DH, DP, DT, RH, RHD, RHT, RL, RLD, RLS, UD, UDF, UDFT, UDP, UDT, URL, URLS, US, 1TR, 1UTR, 6D, 6DF, 6RH, 6UD, 6UDF, C40, C40D, C40T, C50, C50D, C50T, C50-2494, C60, C4062, C4064, U40, U40D, U40T, U50, U50T, U60, U60D, U4044, U4062, U4144, U4144T, U5044, 2½-12 Ton. (Own "358" and "377" Motors)	6	4	3–1/8	1–3/16	P-231ARX	W-7006	LR-32	See Note
	☛ P-231ARX is a Heavy Duty Aluminum Piston. NOTE: WB-1838 used in all models except U4044, U5044 and C50-2494 models.								
1935–47	1935–39, DF, DH, N, NFS, NT, UDF, UN, UNFS, UNT, 2TR, 2UTR, 6N, 6UN, 6X2UN, 6X4DF; Late 1939, N, NF, NFS, UNF, UNT, US, 2TR, 3TR, 4TR, 4X4N, 4XDF, 3UTR, 4UTR; 1940–47, C70, C70D, C70T, C80, C80D, C80T, C7044, C7066, C8062, TS, U70, U70T, U80, U80D, U80T, UTS, U8062. (Own "404" and "447" Motors)	6	4¼	3–1/8	1–3/16	P-327AX	W-6001	LR-32	WB-1838
	☛ P-327AX is a T-Slot Cam Ground Original Type Aluminum Piston.								
1935–47	C, CE, N, NF, NFS, NFT, N60C, N75C, S, T, TC, TD, TO, TS, TT, UN, UNF, UNFT, US, UT, UTD, UTO, UTS, UTT, 3TR, 3UTR, 4N, 4NF, 4S, 4TR, 4UTR, 5TR, 5UTR, 6NF, 6T, 6UNF, 6UT, C70S, C70TS, C90, C90D, C90T, C8044, C8064, C9062, C9064, U70S, U70TS, U90, U90D, U90T, U8064, U9062, U9064, 4X4NF, 6X2UNF, 6X2NF, 4½-15 Ton (Own "453" and "501" Motors)	6	4½	3–1/8	1–3/16	P-262AX	W-9171	LR-72	WB-1838
	☛ P-262AX is a Heavy Duty Aluminum Piston.								
1939–42	Late 1939, DF, DH, N, NFS, UDF, UN, UNFS, 2TR, 2UTR; 1940, C60T, C70, C6044, C7062, C7064, U60T, U70, U7062, U7064; 1942, C70. (Own "408" Motor)	6	4 1/16	3–1/8	1–5/16	P-328AX	W-7006	LR-32	WB-1838
	☛ P-328AX is a T-Slot Cam Ground Original Type Piston.								

for AUTOCAR

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1930–32	A, AA, AB, D, DA, DB, DE, DF, DH, DT, 1½–4 Ton. (Own SA (4″) Motor)	6	2487	.090	2385	.090†	2386	.090†	2387	.090†	2388	.090†	2–3–5–6
	Bearing Shim	....	B-820 1/64		B-821 1/64		B-2914 1/64		B-2914 1/64		B-2912 1/64		2–3–5–6
1930–35	C, CA, CBS, CE, CEA, CEB, CG, F, FA, FB, FT, G, GA, GB, N, NA, NB, NC, ND, NE, NF, NFS, NH, NS, NT, S, SCH, SCHA, SCHB, SCHS, SCHSA, SCHSB, SCHST, SCHT, SCL, SCLA, SCM, SCMT, SE, SH, SHA, SHB, SHS, SHSA, SHSB, SHST, SHT, T, TA, TAS, TB, TE, TEA, TEB, TEC, TF, TFA, TFB, TFC, TS, UN, UNF, UNFS, US, USE, UT, UTE, 2½–10 Ton & TT. (Own SCH (4¼″) and SCM (4½″) Motors)	6	2487 See Note	.090	2385	.090†	2389	.090†	2390	.090†	2391	.090†	2–3–5–6
	☛ NOTE: Several of the above motors have Connecting Rods requiring oversize O.D. Bearings. Before installing 2487, be certain that Rod is Std. Size (2.937″).												
1935–47	D, DF, DFT, DT, DH, DP, DT, RB, RH, RHD, RHT, RL, RLD, RLS, RM, RMT, U4044, U4144, U4144T, UD, UDF, UDFT, UDP, UDT, URB, URL, URLS, US, 1TR, 1UTR, C40, C40T, C40D, U40, U40T, U40D, C50, C50T, C50D, U50, C60, U60, U60D, RH, RHT, RHD, 6D, 6DF, 6RH, 6UD, 6UDF, 1½-12 Ton. (Own 315 (3¾″) and 358 (4″) Motors)	6	2940	See Note	2385	.090†	2386	.090†	2387	.090†	2388	.090†	2–3–5–6
	☛ 2940 is available .002, .010, .020, .030 and .060 undersize.												
1935–47	C, CE, DF, DH, N, NF, NFS, NFT, NT, N60C, N75C, S, T, TC, TD, TO, TS, TT, UDF, UN, UNF, UNFS, UNFT, UNT, US, UT, UTD, UTO, UTS, UTT, 2TR, 2UTR, 3TR, 3UTR, 4DF, 4N, 4NF, 4S, 4TR, 4UTR, 4XDF, 4X4DF, 4X4N, 4X4NF, 5TR, 5UTR, 6N, 6NF, 6T, 6UN, 6UNF, 6UT, 6X2DF, 6X2NF, 6X2UN, 6X2UNF, 6X2UT, 6X3T, 6X4DF, 6X4TC, 6X4TD, 6X4TO, 6X4UTD, 6X4UTO, C60T, C70, C70T, C80, C80D, C80T, C90, C90D, C90T, C6044, C7044, C7062, C7064, C8044, C8062, C8064, C9062, C9064, U60T, U70, U70T, U80, U80D, U80T, U90, U90D, U90T, U7062, U7064, U8062, U8064, U9062, U9064, 4½-15 Ton. (Own 404 (4¼″), 408 (4 1/16″), 408 (4 1/16″), 447 (4¼″), 453 (4½″), and 501 (4½″) Motors)	6	3532 2941	See Note	3339	.090	3340	.090	3341	.090	3342	.090	2–3–5–6
	☛ 2941, Babbitt Lined, and 3532, Copper Alloy, are available .002, .010, .020, .030 and .090 undersize.												
1941	C50-2494, 5 Ton. Own 358 (4″) Motor	6	2940	See Note	2385	.090†	2389	.090†	2390	.090†	2391	.090†	2–3–5–6
	☛ 2940 is available .002, .010, .020, .030 and .060 undersize.												
1941–47	C30, C30T, C40, C40D, C40T, C50, C50D, C50T, C4062, C4064, U30, U30T, U40, U40D, U40T, U50, U50T, U4062. (Own 331 (3¾″), 377 (4″) Motors)	6	3334	See Note	3335	See Note	3336	See Note	3337	See Note	3338	See Note	2–3–5–6
	☛ 3334, Copper Alloy Super Bearing, is available .002, .020, and .060 undersize. 3335, 3336, 3337 and 3338 are available .020, and .060 undersize.												

★Bearings marked † are supplied only in undersize and NOT in Standard Size.
Dimension following Shim stock number indicates thickness of Shim.

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for AUTOCAR

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1930–35	C, CA, CBS, CE, CEA, CEB, CG, F, FA, FB, FT, G, GA, GB, N, NA, NB, NC, ND, NE, NF, NFS, NH, NS, NT, S, SCH, SCHA, SCHB, SCHS, SCHSA, SCHSB, SCHST, SCHT, SCL, SCLA, SCM, SCMT, SE, SH, SHA, SHB, SHS, SHSA, SHSB, SHST, SHT, T, TA, TAS, TB, TE, TEA, TEB, TEC, TF, TFA, TFB, TFC, TS, UN, UNF, UNFS, US, USE, UT, UTE, 2½–10 Ton, & TT. (Own SCH (4¼), SCM (4½), Motors)	6	V-768	V-769N	G-220	G-220	VS-217	VS-217	.....
	☛ If Late Type Straight Groove Valves are desired, use V-1251 Exhaust and V-1252N Intake.								
1931–37	A, AA, AB, D, DA, DB, DE, DF, DFT, DH, DP, DT, RH, RHD, RHT, RL, RLD, RM, RMT, UD, UDF, UDFT, UDP, UDT, 1TR, 1UTR, 6D, 6DF, 6RH, 6UD, 6UDF, 1½–11 Ton. (Own SA and SD (4″), 315 (3¾″) and 358 (4″) Motors) Taper Keeper Groove	6	V-1063-S Super Valve with Stellite Face.		G-220	G-220	VS-217	VS-217	.....
	☛ If Late Type Straight Groove Valves are desired for Model "315", 3¾″ Motors, use V-1247 Exhaust and V-1248N Intake; for Model "358", 4″ Motors, use V-1249 Exhaust and V-1250N Intake. These Straight Groove Valves may be used to replace the original Taper Groove Valves provided that Late Type Spring Seats and VK-152 Keepers are also used.								
1935–37	CE, DF, DH, N, NF, NFS, NFT, NT, N60C, S, TS, UDF, UFT, UN, UNF, UNFS, UNFT, UNT, US, UTS, 2TR, 2UTR, 3TR, 3UTR, 4N, 4NF, 4S, 4TR, 4UTR, 6N, 6NF, 6T, 6UN, 6UNF, 6UT, 4–15½ Ton (Own 404 (4¼″) and 453 (4½″) Motors) (Taper Keeper Groove)	6	V-768	.....	G-220	G-220	VS-217	VS-217	.....
	☛ If Late Type Straight Groove Exhaust Valve is desired, use V-1251.								
1938–45	RB, RM, RMT, URB, C30, C30T, U30, U30T. (Own 315 (3¾″) Motor) (Straight Keeper Groove)	6	V-1247	V-1248N	G-220	G-220	VS-217	VS-217	VK-152
1938–47	D, DH, DF, DT, DP, RH, RHD, RHT, RL, RLD, RLS, UD, UDF, UDP, URL, URLS, US, 6X2RL, 6X2UD, 1TR, 1UTR, 6DF, 6RH, 6UD, C40, C40D, C40T, C50, C50-2494, C50D, C50T, C60, U4044, C4062, C4064, U40, U40D, U40T, U50, U60, U60D, U4062, U5044, UDF, UDP. (Own 358, 377 (4″) Motor) (Straight Keeper Groove)	6	V-1249	V-1250N	G-220	G-220	VS-217	VS-217	VK-152
1938–47	C, CE, DF, DH, N, NF, NFS, NFT, N60C, N75C, S, T, TC, TD, TO, TS, TT, UDF, UN, UNF, UNFS, UNFT, US, UT, UTD, UTO, UTS, UTT, 2TR, 2UTR, 3TR, 3UTR, 4N, 4NF, 4S, 4TR, 4UTR, 5TR, 5UTR, 6NF, 6T, 6UNF, 6UT, C60T, C70, C7066, C70D, C70T, C80, C80D, C80T, C90, C90D, C90T, C6044, C7044, C7062, C7064, C8044, C8062, C8064, C9062, C9064, U60T, U70, U70T, U80, U80D, U80T, U90, U90D, U90T, U7062, U7064, U8062, U8064, U9062, U9064. (Own 404 (4¼″), 408 (4 1/16″), 447 (4¼″), 453 (4½″), 501 (4½″) Motors) (Straight Keeper Groove)	6	V-1263-S Super Valve with Eatonite Face. V-1251	V-1252N	G-220	G-220	VS-217	VS-217	VK-152
1940–45	U4144, U4144T, 2½ Ton. (Own 358 (4″) Motor)	6	.....	V-1250N	G-220	G-220	VS-217	VS-217	VK-152
1941–45	C30, C30T, U30, U30T (Own 331 (3¾″) Motor)	6	.....	.....	G-220	G-220	VS-217	VS-217	VK-152

for AVAILABLE TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1932–38	W-300, X-300, 3-4 Ton (Wauk. 6-110)	6	4	18–1/8	6–3/16	L848	4848		1848
1933–43	C100, C200, C250, W-120, W-150, W-170, X-140, 1½-2½ Ton (Wauk. 6BL):	6	3½	18–1/8	6–3/16	L442	4442		742
1933–38	W-400, WS-405, X400, 3½-5 Ton (Wauk. 6-125)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1933–43	C350, C400, C450, W-210, W-240, X-210, X-220, X-240, 2½-6 Ton (Wauk. 6BK):	6	3¾						
	For Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1936–37	P106, X-110, ¾-1½ Ton (Cont. F6209)	6	3 3/16	18–1/8	6–3/16	L1480	5480		2480
				18–1/8	6–¼	L1481	5481		2481
1936–40	P-105, PX-105, ¾-1 Ton (Wauk. FC):	4	3¼						
	For Concave Head Pistons			8–1/8	4–3/16	L403	4403		703
	For Flat Head Pistons			8–1/8	4–3/16	L824	4824		1824
	For 4-Ring Pistons			12–3/32	4–3/16	L1144	5144		2144
1937–47	B200, C300, CS200SP, X-120, X-170, 1½-5½ Ton (Wauk. 6BM)	6	3 5/8	18–1/8 6–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
				12¼	6–3/16	L1321	5321		2321
1937–40	P-106, PX-110, X-110, X-120, ¾-4½ Ton (Wauk. 6ZKA):	6	3 3/8						
	For 3-Ring Pistons			12–3/16	6–3/16	L485	4485		785
	For 4-Ring Pistons			18–1/8	6–3/16	L801	4801		1801
1939–47	C250SP, CS250SP, C400L, CS400L, CS400LSP, C500, WS-285, X-280, 3¼-8 Ton (Wauk. 6BZ)	6	4	18–1/8	6–3/16	L848	4848		1848
1939–47	B250 Bus, C600, CS500SP, SC550SPX, CS600, WS-305, WS-315, X-310, X-320, 4½-8 Ton (Wauk. 6MZR)	6	4¼	18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1939–47	C700, CS600, WS-405, WS-415, 80W, X-410, X-420 (Wauk. SRKR):	6	4 5/8						
	For 3-Ring Iron Pistons			12–¼	6–¼		4470		770
	For 4-Ring Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771
1940–43	C550, CS550, WS-305, X-310 (Wauk. 6MKR):	6	4 1/8	18–1/8	6–3/16	L458	4458		758
1940–43	C650, X410 (Wauk. 6SRLR):	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1945–48	CS600SP, COE602, Diesel (Cum.-Diesel HB600)	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1945–47	CS600SP (Wauk. 145GK)	6	5¼	18–3/16	6–¼				12542*

*Set No. 12542 contains Keystone Rings.

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for AVAILABLE TRUCK

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1932–38	W-300, X-300, 3-4T	6	4	Wauk. 6-110
1933–43	W-120, 1½-2T; W-150, 2T; W-170, X-140, 2½T; C100, C200, C250	6	3½	Wauk. 6BL
1933–38	W-400, X-400, 3½-5T	6	4⅜	Wauk. 6-125
1933–43	W-210, 2½T; W240, X-210, X-220, X-240, 2½-6T; C350, C400, C450	6	3¾	Wauk. 6BK
1936–37	P-106, ¾-1T; X-110, 1½T	6	3⅜	Cont. F6209
1936–40	P-105, PX-105, ¾-1T	4	3¼	Wauk. FC
1937–47	X-120, X170, CS200SP, 1½-5½T; C300, B-200 Bus	6	3⅝	Wauk. 6BM
1937–40	P-106, X-110, PX-110, X-120, ¾-4½T	6	3⅜	Wauk. 6ZKA
1939–47	X-250, X-280, 3½-8T; C250, CS250SP, CS400LSP, C400L, C500	6	4	Wauk. 6BZ
1939–47	(1939) X-310; X-320, 4½-8 Ton, C600; B350 Bus	6	4¼	Wauk. 6MZR
1939–47	(1939) X-410; X-420, C700, 80W, 5-10 Ton	6	4⅝	Wauk. SRKR
1940–46	X-310, C550	6	4⅛	Wauk. 6MKR
1940–46	X-410, C650	6	4⅜	Wauk. 6SRLR
1945–48	CS600SP Diesel	6	4⅞	Cum.-Diesel HB600
1945–47	CS600SP	6	5¼	Wauk. 145GK

for AVERY TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1926–32	Road Maintainer (Wauk. X & XA)	4	3½	8–3/16	4–3/16	L832	4832		1832
1929–40	Combine B, 16-20 Cut (Herc. OXC)	4	4¼	12–3/16	4–3/16	L395	4395		695
1930–40	Combines E, 12-16 Cut, L, LA, 12 Cut (Herc.-OOC):	4	4						
	For 3-Ring Pistons			8–3/16	4–3/16	L918	4918		1918
	For 4-Ring Iron & Aluminum Pistons			12–⅛	4–3/16	L802	4802		1802
1935	Combine L, 10-12 Cut (Herc. OOB)	4	3¾	12–⅛	4–3/16	L861	4861		1861
1938–40	Ro-Trak (Herc. QXB): (For Alum. & Iron Pistons)	6	3¼	18–⅛	6–3/16	L1326	5326		2326
1945–46	A, (Herc. IXK3)	4	3⅛	8–⅛	4–3/16	L1317	5317		2317
1947	A, (Herc. IXB3)	4	3¼	8–⅛	4–3/16	L1312	5312		2312

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–40	Combine B, 16-20 Cut	4	4¼	Herc. OXC
1930–40	Combine E, 12-16 Cut; LA, 10-12 Cut	4	4	Herc. OOC
1935	Combine L, 10-12 Cut	4	3¾	Herc. OOB
1938–40	Ro-Trak	6	3¼	Herc. QXB
1945–46	A	4	3⅛	Herc. IXK-3
1947	A	4	3¼	Herc. IXB-3

for BAKER TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–46	22-40 (LeRoi JMI. Eng.):	4	4¾						
	For 3-Ring Pistons			8–¼	4–¼		5087		2087
	For 4-Ring Pistons			12–5/32	4–¼		5050		2050
1929–46	25-50 (LeRoi RA-2 Eng.)	4	5½	12–¼	4–¼		4413		713

for BANTAM

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Piston Ring Set Numbers: Rebore-Rebuild Sets With Expanders (Iron)	Piston Ring Set Numbers: Service Special Sets With Expanders (Steel)	Piston Ring Set Numbers: Factory Type Sets Without Expanders (Iron)
1930–37	Austin A, 275, 375, 475	4	2.2	8–5/32	4–5/32	L323	4323		623
				8–3/32	4–1/8	L324	4324		624
1938–39	60	4	2.2	8–3/32	4–1/8	L324	4324		624
1940–41	65	4	2.26	8–3/32	4–1/8	L325	4325		625
1941	BRC, 1/4 Ton	4	3 3/16	8–3/32	4–1/4	L346	4346		646

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED: Comp.	PISTON RINGS USED: Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1930–37	Austin A, 275, 375, 475	4	2.2	2–5/32	1–5/32	→For Early Type Pistons Used in 1930-33 Motors to No. M-16970.			
				2–3/32	1–1/8	P-151AX	W-9147	Osc.	.....
	☞ P-151AX is an All-Aluminum Late Type Piston with all Ring Grooves above Pin.								
	☞ Car maker recommends that baffle plates in motors prior to M-16970 are not to be used when installing P-151AX Pistons.								
1938–39	Bantam 60	4	2.2	2–3/32	1–1/8	P-285NX	W-9359	Osc.	.....
1940–41	Bantam 65	4	2.26	2–3/32	1–1/8	P-333NX	W-9359	Osc.	.....

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES: Exhaust	VALVES: Intake	GUIDES: Exhaust	GUIDES: Intake	SPRINGS: Exhaust	SPRINGS: Intake	KEEPERS Exh. & Int.
1930–39	Austin A, 275, 375, 475; Bantam 60... (Valve Seat Angle 45°)	4	V-770	.....	G-202	G-202	VS-144	VS-144	VK-85
1940–41	Bantam 65	4	V-770	V-1332N	G-202	G-202	VS-144	VS-144	VK-85

for BATES STEEL MULE

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Piston Ring Set Numbers: Rebore-Rebuild Sets With Expanders (Iron)	Piston Ring Set Numbers: Service Special Sets With Expanders (Steel)	Piston Ring Set Numbers: Factory Type Sets Without Expanders (Iron)
1929–37	Industrial 80, 80 (Wauk. JK)	4	6 1/2	12–1/4	4–1/4				714
1929–37	F, 18-25, 22-30 (Le Roi J1)	4	4 1/4	8–1/4	4–1/4	L910	4910		1910
				12–1/4	4–1/4	L840	4840		1840
1932–38	35 (Wauk. 6MZ):	6	4 1/4						
	For Iron & Alum. Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
	For 3-Ring Pistons			12–3/16	6–3/16	L456	4456		756
1932–38	45, 50 (Wauk. 6SRK):	6	4 5/8						
	For 3-Ring Pistons			12–1/4	6–1/4		4470		770
	For Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771
1934–35	G (Le Roi JA1)	4	4 1/2	8–1/4	4–1/4	L897	4897		1897
1934–35	Industrial 4-80 (Wauk. JZ)	4	6 3/4	8–1/4	4–1/4				716
1935–37	40 (Wauk. VBKH)	4	4 1/2	12–1/8	4 1/4	L420	4420		720

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for BATES STEEL MULE

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

YEAR	MODELS	No. Cyl.	Dia. Cyl.	Motor Used
1929–37	Industrial 80, 80	4	6½	Wauk. JK
1932–37	35	6	4¼	Wauk. 6MZ
1932–37	45, 50	6	4⅝	Wauk. 6SRK
1934–35	Industrial 4-80	4	6¾	Wauk. JZ
1935–37	40	4	4½	Wauk. VBKH

for BEAVER COACH

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1940–41	24 PT (Chev. 6)	6	3½	12–⅛	6–3/16	L205	4205	1505	505
				Chrome Rebore-Rebuild Set			C4205		
1940–41	1012 25PT Utility, 35PT (Herc. JXD)	6	4	18–⅛	6–3/16	L858	4858		1858
1941	31 PT (Dodge Tr. W. H.)	6	3⅜	12–⅛	12–5/32	L215	4215	1515	515
				Chrome Rebore-Rebuild Set			C4215		
1946–47	B-25-PT, B-31 PT (I. H. C. RED361)	6	4⅛	18–⅛	6–3/16	L878	4878		1878
				Chrome Rebore-Rebuild Set			C4878		
1946–48	B-35 PT (I. H. C. RED450)	6	4⅜	18–⅛	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set			C4933		
1947–48	29PT (I. H. C. BLD-269)	6	3 9/16	6–3/32 12–⅛	6–3/16	L926	4926		1926
				Chrome Rebore-Rebuild Set			C4926		

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1940–41	24-PT Bus	6	3½	Chev. 6
1940–41	1012, 25-PT Utility, 35-PT Bus	6	4	Herc. JXD
1941	31-PT Bus	6	3⅜	Dodge Tr. WH
1946–47	29-PT Bus	6	3 9/16	I. H. C. BLD269
1946–47	B-31-PT	6	4⅛	I. H. C. RED361
1946–47	B-35-PT	6	4⅜	I. H. C. RED450

for BEEMAN TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1920–41	Beeman Jr. (Briggs-Stratton PB Eng.)	1	2½	2–5/32	.....		42530		12530
1920–46	M Hi-Wheel, Multi Service	1	3½	2–¼	1–¼	L2535	42535		12535
1933	Four (Herc. IX)	4	2½	8–⅛	4–3/16	L1307	5307		2307
1934–35	Light Four (Herc. JXB)	6	3⅝	18–⅛	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set			C4847		
1935	Light Four (Herc. IXB)	4	3¼	8–⅛	4–3/16	L1312	5312		2312

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1934–35	Light Four	6	3⅝	Hercules JXB
1935	Light Four	4	3¼	Hercules IXB

for BECK BUS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–40	Steeliner, Super 19 (Chev. 6, 3½" dia.)	6	3½	12–⅛	6–3/16	L205	4205	1505	505
				Chrome Rebore-Rebuild Set C4205					
1941	Steeliner (Chev. 6, 3 9/16" dia.)	6	3 9/16	12–⅛	6–3/16	L336	4336	1636	636
				Chrome Rebore-Rebuild Set C4336					
1939–41	Super Steeliner (I. H. C. FAB-259):	6	3½						
	For Iron Pistons			18–⅛	6–3/16	L826	4826		1826
				Chrome Rebore-Rebuild Set C4826					
	For Aluminum Pistons			6–3/32	6–⅛				
				6–⅛	6–3/16	L860	4860		1860
				Chrome Rebore-Rebuild Set C4860					
1939–47	Luxury Liner, 220 (I. H. C. FBB-450A, FBC-450A)	6	4⅜	18–⅛	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1939–47	Mainliner (I. H. C. FBB-401)	6	4⅛	18–⅛	6–3/16	L878	4878		1878
				Chrome Rebore-Rebuild Set C4878					
1946–48	Steeliner (I. H. C. BLD-269)	6	3 9/16	6–3/32					
				12–⅛	6–3/16	L926	4926		1926
				Chrome Rebore-Rebuild Set C4926					
1946–48	Mainliner (I. H. C. RED450)	6	4⅜	18–⅛	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1939–40	Steeliner, Super 19	6	3½	Chev. 6
1941	Steeliner	6	3 9/16	Chev. 6
1939–41	Super Steeliner	6	3½	I. H. C. FAB-259
1939–41	Mainliner	6	4⅛	I. H. C. FBB-401
1939–41	Luxury Liner	6	4⅜	I. H. C. FBB-450
1946–47	Steeliner	6	3 9/16	I. H. C. BLD269
1946–47	Mainliner	6	4⅜	I. H. C. RED450

for BEST TRACTOR Listed with Caterpillar

for BIEDERMAN BUS & TRUCK

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1932–34	80, 5-7T	6	4¼	Cont. E603
1932–34	35, 40, 50, 2-3T	6	3¾	Hercules JXC
1932–38	41, 2½T; 51, T-51, 3T; 60, 70, 3½-5T; 61, 3½T; 80, S-55, 5T; 55, 3-3½T	6	4⅛	Cont. E602
1932–38	11 Industrial; B-15, 25, Bus; 10, 14, 15, 20, 25, 1-1½T; 12, 14, 15, 1¼T; B15, T15, 11, 25, 30, 1½-2T; 16, 20, 2T; S10, S12, S15, 2½T; F15, Fire	6	3⅜	Cont. 25A
1934–38	80, 5-7½T	6	4½	Hercules RXB
1934–39	70, 3½-5T	6	4¼	Hercules WXC3
1934–38	40, 2½T; 50, 3T	6	3¾	Wauk. 6BK
1934–38	20, 1½T; 30, 2T	6	3½	Wauk. 6BL
1935–38	50, 3T	6	3⅞	Cont. E601
1939	E	6	3⅝	Hercules JXB
1939–46	A1-16000, F	6	3¾	Cont. M6290
1939–46	A, A1-20000, D	6	4	Cont. M6330
1939	X	6	4⅜	Wauk. 6SRL
1939	G	6	4½	Cont. 22R
1940–43	A1-12000	6	3⅝	Cont. M6271
1948	NHS, NSD	6	4	Herc. JXD

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for BIEDERMAN TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1931–35	10, 20, 30, 40, T40, 50, 60, B40, Bus; F30 Fire, 1-5 Ton;	6	3 3/4						
	(Lyc. ASD Iron Piston)			12–1/8 6–3/16	6–3/16				1966
	(Lyc. ASD Iron Piston, ASE Aluminum Piston)			18–1/8	6–3/16	L862	4862		1862
1932–34	65, T65; F55 Fire (Lycoming AEC)	8	3 3/4	16–1/8	16–3/16				2008
1932–34	80 (Continental E603)	6	4 1/4	18–3/16	6–1/4	L1474	5474		2474
1932–34	35, 40, 50, 2-3 Ton (Herc. JXC):	6	3 3/4						
	For Iron and Aluminum Pistons			18–1/8	6–3/16	L862	4862		1862
1932–38	41, 51, T51, 55, S55, 60, 61, 70, 80, 2 1/2-5 Ton; (Cont. E602)	6	4 1/8	18–3/16	6–1/4	L1473	5473		2473
1932–38	10, S10, 11, 12, S12, 14, 15, B15, F15, S15, T15, 16, 20, 25, 1-2 1/2 Ton; (Cont. 25A)	6	3 3/8	12–1/8	6–1/8 6–5/32	L372	4372		672
1934–38	80, 5-7 Ton; (Herc. RXB):	6	4 1/2						
	For 4-Ring Pistons			18–1/8	6–3/16	L497	4497		797
	For 5-Ring Pistons			24–1/8	6–3/16	L920	4920		1920
1934–39	70, P, H, 3 1/2-5 Ton; (Herc. WXC3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1934–38	40, 50, 2 1/2-3 Ton; (Wauk. 6BK)	6	3 3/4	18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1934–38	20, 30, 1 1/2-2 Ton; (Wauk. 6BL)	6	3 1/2	18–1/8	6–3/16	L442	4442		742
1935–38	50, 3 Ton, (Cont. E601)	6	3 7/8	18–3/16	6–1/4	L1472	5472		2472
1939	E, (Hercules JXB)	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1939–43	A1-16000, F, (Cont. M6290):	6	3 3/4						
	For Iron Pistons			18–1/8	6–1/4	L1492	5492		2492
	For Aluminum Pistons			18–1/8	12–3/16	L877	4877		1877
				Chrome Rebore-Rebuild Set C4877					
1939–43	A, A1-20000, D, (Cont. M6330):	6	4						
	For Iron Pistons			18–1/8	6–1/4	L2504	42504		12504
	For Aluminum Pistons			18–1/8	12–3/16	L949	4949		1949
1939	X, (Wauk. 6SRL)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1939	G, (Cont. 22R)	6	4 1/2	18–5/32	6–1/4	L386	4386		686
1940–43	A1-12000, (Cont. M6271):	6	3 5/8						
	For Iron Pistons			18–1/8	6–1/4	L934	4934		1934
				Chrome Rebore-Rebuild Set C4934					
	For Aluminum Pistons			18–1/8	12–3/16	L875	4875		1875
				Chrome Rebore-Rebuild Set C4875					
1947–48	NSH, NSD (Herc. JXLD)	6	4	6–3/32 6–1/8	12–3/16	L2615	42615		12615

for BOLENS TRACTOR
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1931–40	DK, DQ3, HB-3, Tractors, HK, HQ3, RK-30, 8DK (Briggs and Stratton K and R Engines)	1	2 3/4	2–1/8	1–3/16	L1092	5092		2092
1934–42	AR, AR6, A6, A6A, HAR, HB, HB-1 Tractor; B22 Mower (Briggs and Stratton A Engine)	1	2 1/4	2–1/8	1–3/16	L2527	42527		12527
1936–42	Z5, 8EZ (Briggs and Stratton Z and ZR Engines)	1	3	2–1/8	1–3/16	L2534	42534		12534
1937	S20 Mower (Briggs and Stratton H Engine)	1	2 1/4	2–1/8	1–3/16	L2527	42527		12527
1937	6B Power Hoe (Briggs and Stratton WM Eng.)	1	2	2–3/32	1–3/16	L2526	42526		12526
1937–42	B6, B6A, BR, B-27, HB-2 Tractor (Briggs and Stratton B Engine)	1	2 5/8	2–1/8	1–3/16	L2531	42531		12531
1938–42	7B, 8B, 9B, 10A, 11A, 12A (Briggs and Stratton Engines IR6, NR6, UR6, WI)	1	2	2–3/32	1–3/16	L2526	42526		12526
1938–40	HB3 (Briggs and Stratton KR6 Eng.)	1	2 3/4	2–1/8	1–3/16	L1092	5092		2092
1941–42	9EZ (Briggs and Stratton ZZ Eng.)	1	3	2–1/8	1–3/16	L2534	42534		12534

for BRIGGS & STRATTON
PISTON RING SETS

	I, IR6, IBP, N, NR6, NS, U, UR6, WI, WM, WM6	1	2	2–3/32	1–3/16	L2526	42526		12526
	A, M, MC, MH, MJ, S, SC, T, Y	1	2 1/4	2–1/8	1–3/16	L2527	42527		12527
	A, H, L, M, S, T, Y, FH, FI, FJ	2	2 1/4	4–1/8	2–3/16	L344	4344		644
	AGR, FJ1, FJ2, H, L, LA	1	2 1/4	2–1/8	1–3/16	L2527	42527		12527
	FH, FHI	1	2 1/4	2–1/8	1–1/8	L2529	42529		12529
	PB	1	2 1/2	2–5/32			42530		12530
	B, HB	1	2 5/8	2–1/8	1–3/16	L2531	42531		12531
	B, H	2	2 5/8	4–1/8	2–3/16	L345	4345		645
	Q	1	2 3/4	2–1/8	1–1/8	L2532	42532		12532
	R, K, KR6, RC, RH, RL, W	1	2 3/4	2–1/8	1–3/16	L1092	5092		2092
	Z, ZH, ZZ, ZP, ZR	1	3	2–1/8	1–3/16	L2534	42534		12534

for BROCKWAY TRUCK
PISTON RING SETS

1929–38	120, 120B, 120C, 120SB, 121, 140, 140B, 140C, 140SB, 141, 141B, 141C, 141–6, 2–4 Ton & Bus; C-SB, D-SB, Bus; (Cont. 30B):	6	4						
	To Engine No. 5650			18–3/16 6–3/16	6–1/4	L377	4377		677
	After Engine No. 5650			12–5/32	6–1/4	L378	4378		678
1930–46	170, 170B, 170C, 170X, 190, 195, 195B, 195C, 195X, 196, E-SB, PC-22-SP, PC-22-DR, PC-34-SD, 2 1/2-7 1/2 Ton & Bus; (Cont. 33B)	6	4 1/8						
	To Engine No. 5314			18–3/16 6–3/16	6–1/4	L380	4380		680
	Engine No. 5314 to 8000			12–5/32	6–1/4	L381	4381		681
	After Engine 8000			18–5/32	6–1/4	L382	4382		682

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for BROCKWAY TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1931–40	170X, 195X, 3–3½ Ton; (Cont. 20R):	6	4 1/8						
	To Engine No. 5381			18–3/16	6–1/4	L380	4380		680
	Engine No. 5381 to 8000			6–3/16					
				12–5/32	6–1/4	L381	4381		681
	After Engine 8000			18–5/32	6–1/4	L382	4382		682
1931–46	175, 175C, 175X, 180X, 220, 220B, 220C, 220X, 250, 290, PC-34SP, PC-34SD, Special 180SBT, 180XSBT, 220X, 2½-10 Ton (Cont. 21R & 34B):	6	4 3/8						
	To Engine No. 5375			18–3/16	6–1/4	L383	4383		683
	Engine No. 5375 to 8000			6–3/16					
				12–5/32	6–1/4	L384	4384		684
	After Engine No. 8000			18–5/32	6–1/4	L385	4385		685
1939–40	96, M96, 110, M110, 130, M130 (Cont. E600):	6	3 11/16						
	For 3-Ring Pistons			12–3/16	6–3/16	L1471	5471		2471
	For 4-Ring Pistons			18–3/16	6–1/4	L1470	5470		2470
1932–46	240, 240X, 260, 260C, 260S, 260X, PC34-SPX, PC68-SPX, 5-10 Ton (Cont. 35B)	6	4½	18–5/32	6–1/4	L386	4386		686
1933–41	87, 90, 90B, 90X, 100, 100C, 112, PC15-SD, 2-3 Ton and Bus; (Cont. 28B)	6	3 3/8	12–1/8	6–1/8				
					6–5/32	L372	4372		672
1933–41	150, 150C, 150X-4, 150X-5, 150-SBT, 160, 160C, 160X, PC22-SD, 165, 165X, 180SBT, 180XSBT, 2½-7 Ton (Cont. 32B)	6	4 1/8	18–3/16	6–1/4	L1473	5473		2473
1934–41	125, 125X, M125X, 145, M145, 2-4 Ton (Cont. 31B):	6	4						
	To Engine No. 5161			18–3/16	6–1/4	L377	4377		677
	After Engine No. 5161			6–3/16					
				12–5/32	6–1/4	L378	4378		678
1935–46	78, 1½-2 Ton (Cont. 24B) (Alum. Pistons)	6	3 3/16	18–3/32	6–1/4	L857	4857		1857
1935–46	A17, A21, A25, 78, M78, 310, 371, 1½-2 Ton; (Cont. 24B and F6209) (Iron Pistons)	6	3 3/16	18–1/8	6–3/16	L1480	5480		2480
				18–1/8	6–1/4	L1481	5481		2481
1935–43	96, M96, 110, M110, 130, M130, 130PS, 2-4½ Ton: (Cont. 29B):	6	3 11/16						
	For 3-Ring Pistons			12–3/16	6–3/16	L1471	5471		2471
	For 4-Ring Pistons			18–3/16	6–1/4	L1470	5470		2470
1936–46	B17, B21, L21, B25, L25, B31, L31, B37, L37, 83, M83, 88, 88W, M88, 92, M92, 94, M94, 1½-5 Ton (Cont. 25B and A6244):	6	3 7/16						
	For 4-Ring Iron Pistons			18–1/8	6–3/16	L241	4241		541
	For 4-Ring Aluminum Pistons			18–1/8	6–1/4	L1465	5465		2465
	For 5-Ring Piston			24–1/8	6–1/4	L1463	5463		2463
1938	F49, F55, F61, (Cont. 37B and E603):	6	4 1/4						
	For Iron Pistons			18–3/16	6–1/4	L1474	5474		2474
	For Aluminum Pistons			18–5/32	6–1/4	L490	4490		790
1938–40	43F, 49F, 49FF, F49, ES49, 55F, 55FF, F55, ES55, F61, ES61, (Cont. E603)	6	4 1/4	18–5/32	6–1/4	L490	4490		790
1939–47	K31, K37, K43, 112, M112, 128, M128, 88WH, 3-3½ Ton; (Cont. 38B and M6290):	6	3 3/4						
	For Iron Pistons			18–1/8	6–1/4	L1492	5492		2492
	For Aluminum Pistons			18–1/8	12–3/16	L877	4877		1877
				Chrome Rebore-Rebuild Set C4877					
1939–40	D43, D49, 125X, M125X, 145, M145, (Cont. E601)	6	3 7/8	12–3/16	6–1/4	L1472	5472		2472
1940–46	152, 153, 154, 162, (Cont. 41B)	6	4 1/8	18–1/8	6–1/4				
					6–3/16	L390	4390		690

(Continued on next page)

for BROCKWAY TRUCK
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1941–47	128W, 146, 146W, 147 (Cont. 40B)	6	4	18–1/8 6–3/16	6–3/16	L949	4949		1949
1939–40	90X21 Special (Cont. M6253)	6	3 1/2	18–1/8	12–3/16	L871	4871		1871
				Chrome Rebore-Rebuild Set C4871					
1939–40	43E, E43, 49E, 49EE, E49, E55, E61, 150X4, M150X4, 150X5, M150X5, 160X, M160X, 165X, M165X, (Cont. E602):	6	4 1/8						
	For 4-Ring Pistons			18–3/16 18–1/8	6–1/4 6–3/16	L1473	5473		2473
	For 5-Ring Pistons				6–1/4	L390	4390		690
1940–42	37D, J37, 43D, J43, 49D, 49DD, J49, 55D, J55, 146, M146, 147, (Cont. M6330):	6	4						
	For 4-Ring Pistons			18–1/8	6–1/4	L2504	42504		12504
	For 5-Ring Pistons			18–1/8	12–3/16	L949	4949		1949
1940–47	156, 166, 152W, 154W (Cont. 42B, 42BX)	6	4 5/16	18–1/8	6–1/4 6–3/16	L391	4391		691
1941–42	G43, G49, G55, 152, M152, 153, 154, 162, M162, Cont. B6371)	6	4 1/8	18–1/8	6–1/4 6–3/16	L390	4390		690
1941–42	H49, H55, 156, 166, M166, (Cont. B6405)	6	4 5/16	18–1/8	6–1/4 6–3/16	L391	4391		691
1944–47	260XW, 260XWL (Cont. 48B)	6	4 3/4	18–3/32	6–1/4 6–3/16		42561		12561
1946–47	154WH, 240XW, 260XL (Cont. 46B)	6	4 1/2	18–3/32	6–1/4 6–3/16	L2563	42563		12563

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–38	120, 120B, 120C, 2-3T; 140, 140C, 140SB, 141, 141C, 2-4T; 141-6, 2 1/2-3 1/2T; 120, 120B, 120SB, 120C, 121, 140, 140B, 140C, 140SB, 141B, C-SB, D-SB, Bus	6	4	Continental 30B
1930–35	65, 1T; 75, 1 1/4T; 17B, 90, 90B, 90C, 91, 91S, 92, 1 1/2-2 1/2T; 17B, 17 Pass; 90B, 16 Pass; 75SB, 90, 17-22 Pass; 90SB, 23-28 Pass; 91SB, 38-48 Pass; A-SB, 30-38 Pass; B-SB, 36-50 Pass; Bus; 92C, 2T	6	3 3/8	Continental 27B
1930–35	60, 1T; 80, 80C, 1 1/2-2T	6	3 3/8	Continental 26B
1930–46	170, E-SB, 190, 195, 170C, 170B, 170X, 195B, Bus, 196, 195C, PC-22-SP, PC-22-DR, PC-34-SD, 2 1/2-5T; 195, 195X, 5-7 1/2T	6	4 1/8	Continental 33B
1931–46	175, 3T; 220, 4-5T; 250, 2 1/2-5T; 290, 7 1/2T	6	4 3/8	Continental 21R
1931–46	220, 220B, Bus; 220, 220C, 220X, 175, 175C, 175X, 250, PC-34-SP, PC-68-SD; Special 180SBT, 180XSBT, 3-10T	6	4 3/8	Continental 34B
1932–47	240, 240X, 260, 260C, 260S, 260X, PC-34-SPX, PC-68-SPX, 5-10T	6	4 1/2	Continental 35B
1933–41	87, 90, 90X, 2-2 1/2-3T; 100, 100C, 112, PC-15-SD, 2-3T; 90B, Bus	6	3 3/8	Continental 28B
1933–41	150, 150C, 2 1/2-3 1/2T; 150X-4, 150X-5, 160, 160C, 160X, PC-22-SD, 3-4T; 160X, 165, 165X, 4-7T; 180SBT, 180XSBT, (6 Wh.) 5-7 1/2T; 150-SBT, 3 1/2-5T	6	4 1/8	Continental 32B
1934–41	125, 125X, M125X, 145, M145, 2-4T	6	4	Continental 31B
1935–46	78, 1 1/2-2T	6	3 3/16	Continental 24B
1935–46	96, 110, 130, M96, M110, M130, 2-4T; 130PS, 4-4 1/2T	6	3 11/16	Continental 29B
1936–46	83, M83, 88, M88, 92, M92, 94, M94, 1 1/2-5 Ton	6	3 7/16	Continental 25B
1938–40	43F, 49F, 49FF, F49, ES49, 55F, 55FF, F55, ES55, F61, ES61	6	4 1/4	Continental E603
1939–40	96, M96, 110, M110, 130, M130	6	3 11/16	Continental E600
1939–40	D43, D49, 125X, M125X, 145, M145	6	3 7/8	Continental E601
1939–40	90X21 Special	6	3 1/2	Continental M6253
1939–40	43E, E43, 49E, 49EE, E49, E55, E61, 150X4, M150X4, 150X5, M150X5, 160X, M160X, 165X, M165X	6	4 1/8	Continental E602
1939–47	112, 128, 3-3 1/2 Ton	6	3 3/4	Continental 38B
1940–46	37D, J37, 43D, J43, 49D, 49DD, J49, 55D, J55, 146, M146, 147	6	4	Continental M6330
1940–46	156, 166	6	4 5/16	Continental 42B
1940–47	152, 153, 154, 162	6	4 1/8	Continental 41B
1941–47	128W, 146, 147	6	4	Continental 40B
1944–47	152W, 154W	6	4 5/16	Cont. 42BX
1944–47	260XW, 260XWL	6	4 3/4	Cont. 48B
1946–47	154WH, 240XW, 260XL	6	4 1/2	Cont. 46B

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MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1940	A29HD, B29HD, C29HD	6	4½	Buda L-525

for BUDA MOTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	BA; "BM" Marine Motors 6 Cyl.; KT281 4 Cyl.:								
	For 4 Cylinder Motors	4	4 1/8	12–1/4	4–1/4	L1381	5381		2381
	For 6 Cylinder Motors	6	4 1/8	18–1/4	6–1/4	L1380	5380		2380
	BUI, BUS; Series "BM" Marine Motors	6	4	18–1/4	6–1/4	L1410	5410		2410
	CF-6, GF-6, GF-638	6	4 3/4	18–1/4	6–1/4		5445		2445
	DS6, DS6A	6	3 5/8	18–3/16	6–3/16	L1004	5004		2004
	DT-226 (Diesel)	4	3 3/4	12–1/8	8–3/16	L1448	5448		2448
	DW6, JP-6, GW-6	6	3 3/4	18–3/16	6–3/16	L1121	5121		2121
	D4-30 (Diesel)	4	6 1/2	16–3/16	8–3/16				2458
	D6-30 (Diesel)	6	6 1/2	24–3/16	12–3/16				2459
	EBU, EBUI, ETU, HTU, HU	4	4 1/4	12–1/4	4–1/4	L840	4840		1840
	FR, FRB, FRH	4	5 1/2	12–1/4	4–1/4		4413		713
	GBU, GBUI, GTU, KBU, KBUI, KTU to Engine 159000	4	4	12–1/4	4–1/4	L903	4903		1903
	GL-6, GSE	6	4 1/2	18–1/4	6–1/4	L374	4374		674
	H-173, Series "HM" Marine Motors	4	3 1/2	12–1/8	4–3/16	L873	4873		1873
	H260, HP260, Series "HM" Marine Motors	6	3 1/2	18–1/8	6–3/16	L874	4874		1874
				Chrome Rebore-Rebuild Set C4874					
	H-199, HP199, Series "HM" Marine Motors	4	3 3/4	12–1/8	4–3/16	L1387	5387		2387
	H298, HP298; Series "HM" Marine Motors	6	3 3/4	18–1/8	6–3/16	L1388	5388		2388
	H205, HP205, H217, HP217, Series "HM" Marine Motors:	4	3 13/16						
	For Pistons with 1/8" Comp. Rings			12–1/8	4–3/16	L1389	5389		2389
	For Pistons with 1/4" Oil Rings			12–1/4	4–1/4	L1432	5432		2432
	H326, HP326, HP351, Series "HM" Marine Motors	6	3 13/16	18–1/8	6 3/16	L1391	5391		2391
	HS6 to Engine 151700	6	3 3/8	18–3/16	6–3/16	L1392	5392		2392
	HS6 after Engine 151700; HS6A, CS6	6	3 3/8	18–3/16	6–3/16	L1393	5393		2393
	J214, JC214, G214	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
	J260	6	3 1/2	18–1/8	6–3/16	L874	4874		1874
				Chrome Rebore-Rebuild Set C4874					
	J214, JC214	6	3 3/8	18–3/16	6–3/16	L1393	5393		2393
	JH4, JK4, SH4	4	6	12–1/4	4–1/4				712
	JH6, JH6L, JK6, JK6L	6	6	18–1/4	6–1/4				2234
	JL877	4	6 1/4	12–1/4	4–1/4				2217
	JL1335, JL1335L	6	6 1/4	18–1/4	6–1/4				2218
	JV4, JVU	4	5 3/4	12–1/4	4–1/4				2399

(Continued on next page)

for BUDA MOTOR

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	JV6, JV6L	6	5 3/4	18–1/4	6–1/4				2400
	JX4	4	5 1/2	12–3/16	4–1/4		5401		2401
	JX6, JX6L	6	5 1/2	18–3/16	6–1/4		5402		2402
	K-315	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
	K325:	6	3 13/16						
	For Pistons with 3/16" Oil Rings			18–1/8	6–3/16	L1391	5391		2391
	For Pistons with 1/4" Oil Rings			18–1/8	6–1/4	L890	4890		1890
	K369; Series "KM" Marine Motors:	6	4 1/16						
	For Pistons with 3/16" Oil Rings			18–5/32	6–3/16	L1405	5405		2405
	For Pistons with 1/4" Oil Rings			18–1/8	6–1/4	L1406	5406		2406
	K-381	6	4 1/8	18–5/32	6–3/16	L1407	5407		2407
	K-381, K-404, K-428, K-479; Series "KM" Marine Motors (Ring Below Pin)	6	4 3/8	18–3/16	6–3/16	L1357	5357		2357
	K-393; Series "KM" Marine Motors:	6	4 3/16						
	For Pistons with 3/16" Oil Rings			18–5/32	6–3/16	L1408	5408		2408
	For Pistons with 1/4" Oil Rings			18–1/8	6–1/4	L1409	5409		2409
	K-404	6	4 1/4	18–3/16	6–3/16	L1412	5412		2412
	K-428, KM-428:	6	4 3/8						
	For 3-Ring Pistons			12–1/8	6–3/16	L1437	5437		2437
	For 4-Ring Pistons			18–1/8	6–1/4	L1286	5286		2286
				Chrome Rebore-Rebuild Set C5286					
	For Pistons with Two 3/16" Oil Rings			12–1/8	12–3/16	L1438	5438		2438
	KBU, KBUI, KTU, after Engine 159000; KBH, KEB, KTH	4	4	12–1/4	4–1/4	L903	4903		1903
	KT-281	4	4 1/8	12–1/4	4–1/4	L1381	5381		2381
	L451	6	4 3/8	12–3/16	6–3/16	L1357	5357		2357
	L468; Series "LM" Marine Motors:	6	4 1/4						
	For Pistons with 3/16" Oil Rings			18–3/16	6–3/16	L1412	5412		2412
	For Pistons with 1/4" Oil Rings			18–1/8	6–1/4	L932	4932		1932
				Chrome Rebore-Rebuild Set C4932					
	L-504	6	4 5/8	18–3/16	6–3/16		5330		2330
	L525; Series "LM" Marine Motors	6	4 1/2	18–3/16	6–3/16	L1414	5414		2414
	L-525, LM-525, LM-525R, LO-525 (1/4" Oil Rings)	6	4 1/2	18–5/32	6–1/4	L386	4386		686
	L-525	6	4 1/2	12–5/32	6–1/4 6–3/16	L1442	5442		2442
	LO-525 (5-Ring Pistons)	6	4 1/2	18–1/8	6–1/4 6–3/16	L1441	5441		2441
	M-766	6	5	18–1/8	12–1/4		5446		2446
	WTU, after Eng. 162000; WTH	4	3 3/4	12–3/16	4–3/16	L831	4831		1831
	YU, YBU, YBUI, YR, YRA, YTH, YTU, YT381	4	4 1/2	12–1/4	4–1/4	L810	4810		1810
	YRB, YRC, YRH, YR-425	4	4 3/4	12–1/4	4–1/4		4811		1811
	4B-182 (Diesel)	4	3 3/4	12–1/8	4–3/16	L861	4861		1861
				12–1/8	8–3/16	L1448	5448		2448
	4D-186, 4D-196 (Diesel)	4	3 5/8	16–1/8	8–3/16	L1416	5416		2416

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PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	4D-904 (Diesel)	4	6	16–3/16	8–3/16				2452
	4D-1160 (Diesel)	4	6 1/2	16–3/16	8–1/4				2456
	4DC-645, 4MO-645 (Diesel)	4	5 5/8	12–1/8	8–1/4				12597
	4DT-186, 4LD-186, 4LD-196, 4LDM-196, 4DT-196, 4DTM-196, 4DT-212, 4DTC-212, 4DTM-212 (Diesel)	4	3 5/8	12–1/8	8–3/16	L1418	5418		2418
	4DT-226	4	3 3/4	2–1/8	2–3/16	L1448	5448		2448
	4LD-904 (Diesel)	4	6	12–3/16	8–1/4				2453
	4LD-1160, 4LD-1161 (Diesel)	4	6 1/2	12–3/16 4–1/4	4–1/4				2420
	6B-273 (Diesel)	6	3 3/4						
	For 4-Ring Piston			18–1/8	6–3/16	L862	4862		1862
	For 5-Ring Piston			18–1/8	12–3/16	L877	4877		1877
				Chrome Rebore-Rebuild Set C4877					
	6BD-230 (Diesel)	6	3 7/16	18–1/8	12–3/16	L2614	42614		12614
	6D-415 (Diesel)	6	4	18–1/8 6–3/16	12–3/16	L1422	5422		2422
	6D-468 (Diesel)	6	4 1/4	18–1/8 6–3/16	12–3/16	L1424	5424		2424
	6D-617, 6D-909 (Diesel)	6	5 1/4	18–3/16	12–1/4		5450		2450
	6D-1160 (Diesel)	6	6 1/2	24–3/16	12–1/4				2457
	6D-1611 (Diesel)	6	6 1/4	24–3/16	12–1/4				2454
	6DC-844, EDCM844, 6DCS844, 6DSM844	6	5 1/4	18–1/8	12–1/4		42612		12612
	6DH-909 (Diesel)	6	5 1/4	6–1/8 6–5/32 6–3/16	 6–1/4 6–3/16		 5451		 2451
	6DH-1879, 6DHS, 6LD-1879, PHD-1879 (Diesel)	6	6 3/4	18–3/16	12–1/4				2460
	6DT-278, 6DT-294, 6DT-317 (Diesel)	6	3 5/8	18–1/8	12–3/16	L1419	5419		2419
	6DT-389 (Diesel)	6	3 7/8	6–3/32 6–1/8 6–5/32	 6–1/4 6–5/32	 L1449	 5449		 2449
	6DT-468 (Diesel)	6	4 1/4	18–1/8	12–3/16	L1026	5026		2026
	6LD-275 (Diesel)	6	3 1/2	18–1/8	12–3/16	L1426	5426		2426
	6LD-315 (Diesel)	6	3 3/4	18–1/8	12–3/16	L877	4877		1877
				Chrome Rebore-Rebuild Set C4877					
	6LD-415, 6LDM-415, 6DT-415 (Diesel)	6	4	18–1/8	12–3/16	L949	4949		1949
	6LD-468, 6LDM-468, 6DT-468 (Diesel)	6	4 1/4	18–1/8	12–3/16	L1026	5026		2026
	6LD-638, 6LD-691, 6DH-691 (Diesel)	6	4 3/4	18–1/8	12–3/16		5025		2025
	6LD-909 (Diesel)	6	5 1/4	18–5/32 6–1/4	 6–1/4		 5431		 2431
	6LD-1611, 6DH-1611 (Diesel)	6	6 1/4	18–3/16	12–1/4				2455
	6LD-1742 (Diesel)	6	6 1/2	18–3/16 6–1/4	 6–1/4				 2421
	6MO-893, 6MO970, 6DC970 (Diesel)	6	5 5/8	18–1/8	12–1/4				12589

for **BUDA**

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
.....	H199, HP199, 4 cyl.; H298, HP298, 6 cyl.; Series "HM" Marine Motors, 4 and 6 cyl.	4–6	3¾	3–⅛	1–3/16	P-1023X	W-9183	LR-28	.....
.....	H205, HP205, H217, HP217, 4 cyl.; H326, HP326, 6 cyl.; Series "HM" Marine Motors, 4 and 6 cyl.	4–6	3 13/16	3–⅛	1–3/16	.....	W-9183	LR-28	.....
.....	KBU, KBUI, KTU, after Engine 159000; KBH, KEB, KTH, 4 cyl.; BUS, Series "BM" Marine Motors, after Engine 151500, 6 cyl. (1½" Dia. Pin)	4–6	4	3–¼	1–¼	.....	W-9112	LR-24	.....
.....	YU, YBU, YBUI, YR, YRA, YTH, YTU, YT381	4	4½	3–¼	1–¼	P-1087X	W-9227	LR-20 M-6	.....

☛ Use the assembly of P-1087 and W-9227 when replacing either Pistons or Pins in "Y" Series Motors, originally equipped with Side-Locking Type Pins.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
.....	H173, H199, H205, HP205, H217, HP217, 4 cyl.; H260, HP260, H298, HP298, H326, HP326, 6 cyl.; Series "HM" Marine Motors, 4 and 6 cyl.; K325, K369, K381, K393, K428, K479; Series "KM" Marine Motors	4–6	.....	.....	G-190	G-191	.....	.....	VK-74

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
.....	EBU, EBUI, ETU, ET350, FTU, HTU, HU, ITU, IU	4	1201	.090	....	....	....	....	....	....	....	....	.....
	Bearing Shims	....	B-480	⅛	....	....	....	....	....	....	....	....	.....
.....	H173, H199, H205, H217, 4D186, 4DM186, 4DT196, 4DTM196, 4DT212, 4DTM212, 4DT226	4	....	....	2408	.090†	2409	.090†	2410	.090†	2411	.090†	2–4
.....	H260, H298, H326	6	....	....	2408	.090†	2409	.090†	2410	.090†	2411	.090†	2–3–5–6
.....	K, K325, K358, K369, K381, K393, K404, K428, K468, K479, L, L451, L468, L504, L525; 6D377, 6DT389, 6D415, 6DT415, 6DTM415, 6LD415, 6D468, 6DTM468, LO-525 Diesel; Series "KM" & "LM" Marine Motors	6	....	....	2503	.090†	2504	.090†	2505	.090†	2506	.090†	2–3–5–6
.....	SR, YBH, YBU, YBUI, YR, YRA, YTH, YTU, YT381, YU, XTU, XU	4	1202	.090†	....	....	....	....	....	....	....	....	.....
	Bearing Shims	....	B-570	⅛	→For All Above Models Except YR, YRA, and 1st Series YU.								
			B-2579	.050	→For YR and YRA Models.								
	☛ 1202 is furnished with either two or four holes per half bearing.												
.....	6DT278, 6DT294, 6LD275, 6LDM275, 6DT315, 6DT317, 6DTM317	6	....	....	2408	.090†	2409	.090†	2410	.090†	2411	.090†	2–3–5–6

★Bearings marked † are supplied only in Undersize and NOT in standard size.
Dimension following Shim stock number indicates thickness of Shim. The Suffix "B" indicates the Shim is Babbitt Tipped; "U" Aluminum Shims.

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PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929	Standard 6, Series 116	6	3 5/16	12–1/8	6–3/16	L208	4208	1508	508
1929	Master 6, Series 121; 129	6	3 5/8	12–1/8	6–3/16	L278	4278		578
1929–30	Marquette Series 30	6	3 1/8	12–1/8	6–3/16	L286	4286		586
1930	Series 40	6	3 7/16	12–1/8	6–3/16	L219	4219		519
1930	Series 50, 60	6	3 3/4	12–1/8	6–3/16	L279	4279		579
1931	850	8	2 7/8	16–1/8	8–3/16	L280	4280		580
1931–32	860, 3260	8	3 1/16	16–1/8	8–3/16	L247	4247		547
1931–32	880, 890, 3280, 3290	8	3 5/16	16–1/8	8–3/16	L282	4282		582
1932	3250	8	2 15/16	16–1/8	8–3/16	L283	4283		583
1933	3350	8	2 15/16	16–1/8	16–5/32	L284	4284		584
1933	3360	8	3 1/16	16–1/8	16–5/32	L285	4285		585
1933–35	3380, 3390, 3490, 3590	8	3 5/16	16–1/8	16–5/32	L231	4231		531
1934–36	3440, 3540, 3460, 3560, 3640	8	3 3/32	16–1/8	16–5/32	L233	4233		533
1934–35	3450, 3550	8	2 31/32	16–1/8	16–5/32	L232	4232		532
1936	3660, 3680, 3690	8	3 7/16	16–1/8	16–5/32	L234	4234		534
1937	3740	8	3 3/32	16–3/32	16–3/16	L235	4235		535
1937	3760, 3780, 3790	8	3 7/16	16–3/32	16–3/16	L236	4236		536
1938–39	3840, 3940	8	3 3/32	8–1/8 8–3/32	16–3/16	L237	4237		537
1938–39	3860, 3880, 3890, 3960, 3980, 3990	8	3 7/16	8–1/8 8–3/32	16–3/16	L238	4238		538
1940	4040, 4050	8	3 3/32	16–3/32	16–3/16	L303	4303		603
1940–48	4060, 4070, 4080, 4090, 4160, 4170, 4190, 4260, 4270, 4290, 4670, 4770, 4870	8	3 7/16	16–3/32	16–3/16	L304	4304		604
			Chrome Rebore-Rebuild Set C4304						
1941–48	4140, 4150, 4240, 4250, 4640, 4650, 4740, 4750, 4840, 4850	8	3 3/32	16–3/32	16–3/16	L303	4303		603

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1936–40	3660, 3680, 3690, 3760, 3780, 3790, 3860, 3880, 3890, 3960, 3980, 3990, 4060, 4070, 4080, 4090	T-Slot	3 7/16	PX-50
1936–46	3640, 3740, 3840, 3940, 4040, 4050, 4140, 4150, 4240, 4250, 4650	T-Slot	3 3/32	PX-49
		Cast Iron	3 3/32	PX-37

for BUICK & MARQUETTE
PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1931–35	880, 890, 3280, 3290, 3380, 3390, 3490, 3590	8	3 5/16	2–1/8	1–3/16	.....	W-9002	Osc.	.....
				2–1/8	2–5/32	.....	W-9002	Osc.	.....
1932–33	3250, 3350	8	2 15/16	2–1/8	1–3/16	.....	W-9202	Osc.	.....
				2–1/8	2–5/32	.....	W-9202	Osc.	.....
1934–35	3440, 3540, 3460, 3560	8	3 3/32	2–1/8	2–5/32	P-1104X	W-9107	Osc.	.....
1934–35	3450, 3550	8	2 31/32	2–1/8	2–5/32	.....	W-9202	Osc.	.....

CYLINDER SIZE INFORMATION

"BUICK ENGINES HAVING A DASH (—) IMMEDIATELY FOLLOWING THE ENGINE NUMBER WERE ORIGINALLY PRODUCED WITH .010 OVERSIZE CYLINDERS."

1936–37	3640, 3740	8	3 3/32	2–1/8	2–5/32	Use Piston P-205AX	W-9107	Osc.	.....
				2–3/32	2–3/16	P-205AX	W-9107	Osc.	.....
	☛P-205AX is T-Slot Cam Ground Original Type Piston.								
1936–37	3660, 3680, 3690, 3760, 3780, 3790	8	3 7/16	2–1/8	2–5/32	Use Piston P-206AX	W-9321	Osc.	.....
				2–3/32	2–3/16	P-206AX	W-9321	Osc.	.....
	☛P-206AX is T-Slot Cam Ground Original Type Piston.								
1938–40	3840, 3940, 4040, 4050	8	3 3/32	1–1/8 or 1–3/32	2–3/16	Use Piston P-290AX	W-9107	Osc.	.....
				2–3/32	2–3/16	P-290AX	W-9107	Osc.	.....
	☛P-290AX is T-Slot Cam Ground Original Type Piston.								
1938–40	3860, 3880, 3890, 3960, 3980, 3990, 4060, 4070, 4080, 4090	8	3 7/16	1–1/8 or 1–3/32	2–3/16	Use Piston P-291AX	W-9321	Osc.	.....
				2–3/32	2–3/16	P-291AX	W-9321	Osc.	.....
	☛P-291AX is T-Slot Cam Ground Original Type Piston.								
1941–48	4140, 4150, 4240, 4250, 4640, 4650, 4740, 4750, 4840, 4850	8	3 3/32	2–3/32	2–3/16	P-314AX	W-9107	Osc.	.....
	☛Use Aluminum Piston P-314AX in complete Sets when replacing Original Cast Iron Pistons in 4140, 4150 from Engine 4445535 to 4446799; 4451835 to 4451899 and after Engine 4452300; 4240, 4250 except Engines 4457941 to 4459640.								
1941–48	4160, 4170, 4190, 4260, 4270, 4290, 4670, 4770, 4870	8	3 7/16	2–3/32	2–3/16	P-315AX	W-9321	Osc.	.....
	☛P-314AX and P-315AX are Trans-Slot Cam Ground Original Type Pistons.								

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VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1929–30	Standard 6, Series 116, 40	6	V-1011	V-1012N	G-132	G-131	VS-253 Inner VS-126 Outer	VS-253 Inner VS-126 Outer	VK-12
					Valve Lifter Spring →		VS-240	VS-240	
1929–30	Master 6, Series 121, 129, 50, 60	6	.....	.....	G-134	G-133	VS-253 Inner VS-126 Outer	VS-253 Inner VS-126 Outer	VK-12
					Valve Lifter Spring →		VS-240	VS-240	
1931–32	850, 3250	8	V-730	V-731N	G-162	G-162	.....	.....	VK-79
					Valve Lifter Spring		VS-241	VS-241	
1931–35	860, 3260, 3360, 3460, 3560	8	V-732	V-733N	G-163	G-163	VS-253 Inner VS-251 Outer	VS-253 Inner VS-251 Outer	VK-12
					Valve Lifter Spring →		VS-240	VS-240	
1931–35	880, 890, 3280, 3290, 3380, 3390, 3490, 3590	8	V-734	V-1134N	G-163	G-163	VS-253 Inner VS-251 Outer	VS-253 Inner VS-251 Outer	VK-12
					Valve Lifter Spring →		VS-240	VS-240	
1933–35	3350, 3450, 3550	8	V-730	V-731N	G-162	G-162	VS-252 Inner VS-251 Outer	VS-252 Inner VS-251 Outer	VK-79
					Valve Lifter Spring →		VS-241	VS-241	
1934–35	3440, 3540	8	V-966	V-1133N	G-282	G-282	VS-253 Inner VS-251 Outer	VS-253 Inner VS-251 Outer	VK-12
					Valve Lifter Spring →		VS-241	VS-241	
1936	3640	8	V-966	V-1133N	G-282	G-282	VS-296 Inner VS-297 Outer	VS-296 Inner VS-297 Outer	VK-126
1936	3660, 3680, 3690	8	V-732	V-1134N	G-302	G-302	VS-296 Inner VS-297 Outer	VS-296 Inner VS-297 Outer	VK-126
1937–48	3740, 3840, 3940, 4040, 4050, 4140, 4150, 4240, 4250, 4640, 4650, 4740, 4750, 4840, 4850	8	V-966	V-1133N	G-282	G-282	VS-354 Inner VS-355 Outer	VS-354 Inner VS-355 Outer	VK-126
1937–48	3760, 3780, 3790, 3860, 3880, 3890, 3960, 3980, 3990, 4060, 4070, 4080 4090, 4160, 4170, 4190, 4260, 4270, 4290, 4670, 4770, 4870	8	V-732	V-1134N	G-302	G-302	VS-354 Inner VS-355 Outer	VS-354 Inner VS-355 Outer	VK-126

for BUICK & MARQUETTE
MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1929–30	Master 6, Series 121, 129, 50, 60	6	....	....	2123	.060†	2124	.060†	2125	.060†	2126	.060†	3
	Bearing Shims	....	B-1161	.006	....	....	....	....	....	....	....	....	.....
	☛ These are Bronze Back Babbitt lined Bearings. Factory Bearings are Steel Back.												
1931–35	860, 3260, 3360, 3460, 3560	8	....	....	2434	.060†	2435	.060†	2436	.060†	2437 2438	.060† .060†	2 4
	Bearing Shims	....	B-1626	.006	B-2498	.006	B-2500	.006	B-2501	.006	B-2499 B-2494	.006 .006	2 4
1934–36	3440, 3540, 3640	8	....	....	2620	.060†	2621	.060†	2622	.060†	2623 2624	.060† .060†	2 4
	Bearing Shims	....	B-2038 B-2502	.006 .006	B-2503	.006	B-2504	.006	B-2505 B-2506	.006 .006	B-2494 B-2496	.006 .006	2 4
	☛ Use Con. Rod Shim B-2038 .006 in 1934 and early 1935 Models to Engine No. 4-2947890; B-2502 .006 in late 1935 Models after Engine No. 4-2947890, and 1936 Models. Use Rear Main Shim B-2505 .006 in all 1934 and 1935 Models; B-2506 .006 in 1936 Models.												
1936	3660, 3680, 3690	8	....	....	2714	.060	2715	.060	2716	.060	2717 2718	.060 .060	2 4
	Bearing Shims	....	B-2508	.006	B-2509	.006	B-2511	.006	B-2513	.006	B-2510 B-2512	.006 .006	2 4
1937–38	3740, 3840	8	....	....	2854	See Note	2855	See Note	2856	See Note	2857 2858	See Note See Note	2 4
	Bearing Shims	....	B-2502	.006	B-2503	.006	B-2504	.060	B-2506	.006	B-2494 B-2496	.006 .006	2 4
	Camshaft Bearings	....	....	....	MB-48		MB-50		MB-52		MB 49 MB-51		2 4
	☛ 2854, 2855, 2857 and 2858 are available .002, .010, .020 and .060 undersize. 2856 is available .010, .020, and .060 undersize. ☛ MB-48, MB-49, MB-50, MB-51 and MB-52 are Ream Type Camshaft Bearings.												
1937–40	3760, 3780, 3790, 3860, 3880, 3890, 3960, 3980, 3990, 4060, 4070, 4080, 4090	8	....	....	2859	See Note	2860	See Note	2861	See Note	2862 2863	See Note See Note	2 4
	Bearing Shims	....	B-2508	.006	B-2509	.006	B-2511	.006	B-2513	.006	B-2510 B-2512	.006 .006	2 4
	☛ 2859, 2860, 2861, 2862 and 2863 are available .002, .020 and .060 undersize.												
1939–40	3940, 4040, 4050	8	....	....	2854	See Note	2855	See Note	2944	See Note	2857 2858	See Note See Note	2 4
	Bearing Shims	....	B-2502	.006	B-2503	.006	B-2504	.006	B-2507	.006	B-2494 B-2496	.006 .006	2 4
	Camshaft Bearings	....	....	....	MB-48		MB-50		MB-52		MB-49 MB-51		2 4
	☛ 2854, 2855, 2857, 2858 and 2944 are available .002, .010, .020 and .060 undersize. ☛ MB-48, MB-49, MB-50, MB-51 and MB-52 are Ream Type Camshaft Bearings.												

★Bearings marked † are supplied only in undersize and NOT in Standard Size.

(Continued on next page)

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MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1941–48	4160, 4170, 4190, 4260, 4270, 4290, 4670, 4770, 4870	8	3458	See Note	2859	See Note	2860	See Note	2861	See Note	2862	See Note	2
											2863	See Note	4
	Bearing Shims	....	B-2751	.006	B-2509	.006	B-2511	.006	B-2513	.006	B-2510	.006	2
											B-2512	.006	4
	☛3458, Insert Type Bearing for Rear Engine Buses only, is available .060 undersize. 2859, 2860, 2861, 2862 and 2863 are available .002, .020 and .060 undersize.												
1941–48	4140, 4150, 4240, 4250, 4640, 4650, 4740, 4750, 4840, 4850	8	....	....	2854	See Note	2855	See Note	2944	See Note	2857	See Note	2
											2858	See Note	4
	Bearing Shims	....	B-2750	.006	B-2508	.006	B-2504	.006	B-2507	.006	B-2494	.006	2
											B-2496	.006	4
	Camshaft Bearings for 1941-46 Models	....	....	....	MB-48		MB-50		MB-52		MB-49		2
											MB-51		4
	☛2854, 2855, 2857, 2858 and 2944 are available .002, .010, .020 and .060 undersize. ☛MB-48, MB-49, MB-50, MB-51 and MB-52 are Ream Type Camshaft Bearings.												

★Bearings marked † are supplied only in Undersize and NOT in Standard Size.
Dimension following Shim Stock number indicates thickness of Shim. The Suffix "B" indicates the Shim is Babbitt Tipped; "LS" Loose Stampings.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1934–38	3440, 3540, 3640, 3740; 3840 to Engine 43535259	8			
	Ball Bearing Type Service Pump	...	PC-29R	PA-213	MA-1
	For Original Packing Nut Type Pump (1935-36)	...	.....	PA-177R	.....
	For Original Bronze Bushing Type Pump (1937-38)	...	.....	PA-174R	MA-3
1936–38	3660, 3680, 3690, 3760, 3780, 3790; 3860 to Engine 3524449; 3880, 3890	8			
	Ball Bearing Type Service Pump	...	PC-42R	PA-300	MA-44
	For Bearing Type Service Pump	...	.....	PA-214	MA-2
	For Original Bronze Bushing Type Pump (1937-38)	...	.....	PA-175R	MA-4
1938–40	3840 after Engine 43535259; 3940, 4040, 4050	8			
	Ball Bearing Type Service Pump	...	PC-29R	PA-213	MA-1
	For Original Type Pumps	...	.....	PA-211	MA-1
1938–40	3860 after Engine 3524449, 3960, 3980, 3990, 4060, 4070, 4080, 4090	8			
	Ball Bearing Type Service Pump	...	PC-42R	PA-300	MA-44
	For Original Type Pumps	...	.....	PA-212	MA-2
1941–47	4140, 4150, 4160, 4170, 4190, 4240, 4250, 4260, 4270, 4290, 4640, 4650, 4670, 4740, 4750, 4770	8			
	Ball Bearing Type Service Pump	...	PC-42R	PA-300	MA-44
	For Original Type Pump	...	.....	PA-274	MA-44

for BUICK

INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number
165615	VK-12
181817	VS-126
190308	M-34
190308	M-35 / M-532
194576	M-295
194577	PL-6
195335	M-16
203158	G-61
206913	G-133
207879	VS-240
214630	G-131
214631	G-132
214632	G-133
214633	G-134
214636	V-1011
214637	V-1012N
219105	2123
219106	2124
219107	2126
219108	2125
226571	W-9338
226573	3 7/16 x 3/16 O
226579	P-1210
228281	3 3/4 x 3/16 O
228289	W-8001
411817	M-468
954147	M-494
1234198	M-296
1234473	V-733N
1234710	3 7/16 .010 x 3/16 O
1237291	G-163
1239604	V-731N
1239609	G-162
1239789	VK-79
1245835	VS-241
1246505	2434
1246506	2437
1246507	2435
1246508	2438
1246509	2436
1248886	M-497
1250125	W-9107 .0025
1250126	W-9107 .005
1250127	W-9107 .010
1250128	W-9338 .0025
1250129	W-9338 .005
1250141	3 7/16 .020 x 1/8 C
1250287	W-9002 .0025
1250288	W-9002 .005
1250289	W-9002 .010
1251003	VS-252
1252407	3 7/16 .020 x 3/16 O
1255034	W-9202
1259131	W-9202 .0025
1259132	W-9202 .005
1259133	W-9202 .010
1263504	M-93
1264696	3 1/16 x 3/16 O
1264708	3 5/16 .010 x 3/16 O
1264710	3 5/16 .020 x 3/16 O
1266561	3 5/16 .005 x 3/16 O
1266751	V-966
1266917	M-369
1266924	M-319
1268850	V-730
1268851	V-734
1269609	PS-89
1269610	PS-88
1273934	VS-251
1273948	VS-253
1274346	3 1/16 x 5/32 O
1274347	3 5/16 x 5/32 O
1274507	2 15/16 .030 x 5/32 O
1274507	2 31/32 x 5/32 O
1274508	3 1/16 .030 x 5/32 O
1274508	3 3/32 x 5/32 O
1280653	3 7/16 .030 x 3/16 O
1280657	3 1/16 .030 x 3/16 O
1280657	3 3/32 x 3/16 O
1285035	G-282
1285437	PB-209
1285438	PB-210
1285588	PK-108
1285589	PN-120
1285783	M-320
1286211	M-96
1286785	G-302
1286880	M-322
1287276	PK-108
1287513	2622 (1934–35)
1287770	PB-219
1289009	M-495
1289311	M-493
1289529	M-321
1289906	V-1134N
1290062	M-323
1290201	MB-48
1290202	MB-49
1290203	MB-50
1290204	MB-51
1290205	MB-52
1291217	VK-126
1291485	V-732
1291662	VS-296
1291663	VS-297
1292295	3 7/16 x 5/32 O
1292423	3 3/32 x 1/8 C
1292423	3 1/16 .030 x 1/8 C
1292424	3 7/16 x 1/8 C
1292515	3 3/32 .010 x 1/8 C
1292517	3 3/32 .020 x 1/8 C
1292518	3 3/32 .030 x 1/8 C
1292525	3 7/16 .010 x 1/8 C
1292527	3 7/16 .020 x 1/8 C
1292528	3 7/16 .030 x 1/8 C
1292564	3 7/16 .010 x 5/32 O
1292566	3 7/16 .020 x 5/32 O
1292567	3 7/16 .030 x 5/32 O
1292606	2 15/16 .030 x 1/8 C
1292606	2 31/32 x 1/8 C
1292612	3 1/16 x 1/8 C
1292625	3 5/16 .010 x 1/8 C
1292628	3 5/16 .030 x 1/8 C
1293502	PK-113
1295006	PB-248
1295704	V-1133N
1296064	PB-249
1297265	W-9321 Std.
1297625	M-496
1299137	3 7/16 x 3/32 C
1299143	3 7/16 .020 x 3/32 C
1299275	3 3/32 .010 x 3/16 O
1299276	3 3/32 .020 x 3/16 O
1299277	3 3/32 .030 x 3/16 O
1300777	M-121
1304895	3 3/32 x 1/8 C
1304896	3 7/16 x 1/8 C
1304974	3 3/32 .010 x 1/8 C
1304975	3 3/32 .020 x 1/8 C
1304976	3 3/32 .030 x 1/8 C
1304977	3 7/16 .010 x 1/8 C
1304979	3 7/16 .030 x 1/8 C
1305013	M-631
1306027	3 3/32 x 3/32 C
1306034	3 3/32 .010 x 3/32 C
1306035	3 3/32 .020 x 3/32 C
1306036	3 3/32 .030 x 3/32 C
1306037	3 7/16 .010 x 3/32 C
1306038	3 7/16 .020 x 3/32 C
1307369	M-368
1310072	W-9107 Std.
1310073	W-9321 Std.
1313700	3 3/32 x 3/32 C
1313701	3 7/16 x 3/32 C
1313748	3 3/32 .010 x 3/32 C
1313749	3 3/32 .020 x 3/32 C
1313750	3 3/32 .030 x 3/32 C
1313751	3 7/16 .010 x 3/32 C
1313752	3 7/16 .020 x 3/32 C
1313753	3 7/16 .030 x 3/32 C
1315532	3 3/32 x 3/16 O
1315533	3 3/32 .020 x 3/16 O
1315534	3 7/16 x 3/16 O
1315535	3 7/16 .020 x 3/16 O
1316001	3 3/32 x 3/32 C
1316002	3 7/16 x 3/32 C
1316029	3 7/16 .010 x 3/32 C
1316665	3 3/32 .020 x 3/32 C
1316666	3 3/32 .030 x 3/32 C
1316667	3 7/16 .020 x 3/32 C
1316668	3 7/16 .030 x 3/32 C
1317453	3 3/32 .010 x 3/16 O
1317454	3 3/32 .030 x 3/16 O
1317455	3 7/16 .010 x 3/16 O
1317456	3 7/16 .030 x 3/16 O
1319820	M-582
1323238	VS-355
1323240	VS-354
1324146	WB-1945
1328013	PC-29R
1328014	PC-42R
1328454	PC-29R
1328455	PC-42R
1330587	No. 4235 Std.
1330588	No. 4235 .020
1330589	No. L235 Std.
1330590	No. 4237 Std.
1330591	No. 4237 .020
1330592	No. L237 Std.
1330593	No. 4303 Std.
1330594	No. 4303 .020
1330595	No. L303 Std.
1330599	No. 4236 Std.
1330600	No. 4236 .020
1330601	No. L236 Std.
1330602	No. 4238 Std.
1330603	No. 4238 .020
1330604	No. L238 Std.
1330605	No. 4304 Std.
1330606	No. 4304 .020
1330607	No. L304 Std.
1393028	P-314AX Std.
1393029	P-314AX .005
1393030	P-314AX .010
1393032	P-314AX .020
1393033	P-314AX .030
1393034	P-315AX Std.
1393035	P-315AX .005
1393036	P-315AX .010
1393039	P-315AX .030
1393061	PA-274
1393207	P-315 AX Std.
1393218	P-315AX .005
1393219	P-315AX .010
1393220	P-315AX .015
1393221	P-315AX .020
1393222	P-315AX .030
1393284	P-290 AX .030
1393347	M-386
1394063	P-205AX
1393523	P-315 AX .020
1393525	3458 .020
1394065	P-205AX .005
1394066	P-205AX .010
1394067	P-205AX .015
1394068	P-205AX .020
1394069	P-205AX .030
1394070	P-206AX
1394072	P-206AX .005
1394073	P-206AX .010
1394074	P-206AX .015
1394075	P-206AX .020
1394076	P-206AX .030
1394133	2854
1394134	2857
1394135	2855
1394136	2858
1394137	2856
1394138	2859
1394139	2862
1394140	2860
1394141	2863
1394142	2861
1394196	1 each: 2854, 2855, 2856, 2857, 2858,
1394197	1 each: 2859, 2860, 2861, 2862, 2863
1394577	PA-213
1394578	PA-211
1394579	PA-214
1394580	PA-212
1394588	2944
1394812	P-290AX
1394814	P-290 AX .005
1394815	P-290 AX .010
1394816	P-290 AX .015
1394821	P-290 AX .020
1394822	P-290 AX .030
1394823	P-291AX
1394825	P-291AX .005
1394826	P-291AX .010
1394827	P-291AX .015
1394828	P-291AX .020
1394829	P-291AX .030
1399072	P-1104X Std.
1399519	2620 (1934–35)
1399520	2623 (1934–35)
1399522	2624 (1934–35)
1399679	PA-125
1399760	2620 (1936)
1399761	2623 (1936)
1399762	2621 (1936)
1399763	2624 (1936)
1399764	2622 (1936)
1399766	2714
1399767	2717
1399768	2715
1399769	2718
1399770	2716
1399803	P-205 AX
1399804	P-206 AX
1399859	P-206 AX .005
1399860	P-206 AX .010
1399861	P-206 AX .015
1399862	P-206 AX .020
1399863	P-206 AX .030

"C"—Compression Ring. "O"—Oil Ring. "Std."—Standard. "S. F."—Semi-Finished.

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PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–33	Cadillac: 353, 355, 355B, 355C; La Salle: 1931-33; 345, 345B, 345C	8	3 3/8	8–1/8 8–3/16	8–5/32 8–3/16	L320	4320		620
1934–35	Cadillac: 355D	8	3 3/8	24–3/32	8–3/16	L321	4321		621
1934–36	La Salle: 350, 3550, 3650	8	3	16–1/8	8–1/8 8–5/32	L262	4262		562
1934–37	Cadillac: 370D, 3680, 3685, 3785	12	3 1/8	36–3/32	12–5/32	L352	4352		652
1934–37	Cadillac: 452D, 3690, 3790	16	3	48–3/32	16–5/32	L353	4353		653
1936–38	Cadillac: 1936, 3660; La Salle 1937-38, 3750, 3850	8	3 3/8	16–1/8	16–5/32	L263	4263		563
1936–38	Cadillac: 3670, 3675, 3760, 3765, 3770, 3775, 3860, 3860S, 3865, 3875	8	3 1/2	16–1/8	16–5/32	L322	4322		622
1938–40	Cadillac: 3890, 3990, 4090	16	3 1/4	16–3/32 16–1/8	16–3/16	L354	4354		654
1939–40	La Salle; 3950, 4050, 4052	8	3 3/8	8–3/32 8–1/8	16–5/32	L272	4272		572
1939–42	Cadillac: 3960S, 3961, 3975, 4060S, 4062, 4072, 4075, 4160S, 4161, 4162, 4163, 4167, 4175, 4260S; 4261, 4262, 4263, 4267, 4275, Ambulance 41-62; (Own 346 Motor)	8	3 1/2	8–3/32 8–1/8	16–5/32	L326	4326		626
1946–48	4660S, 4661, 4662, 4675, 4760S, 4761, 4762, 4775, 4860S, 4861, 4862, 4875, 4876	8	3 1/2	16–5/64	8–3/16	L1153	5153		2153

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1936–45	All 8 cyl. Cadillac Models with 3 1/2" Motor	T-Slot	3 1/2	PX-33
1937–40	All 8 cyl. LaSalle Models	T-Slot	3 3/8	PX-38

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1934–36	LaSalle: 350, 3550, 3650	8	3	2–1/8	1–1/8 1–5/32	.....	W-9270	.....	.....
1936–40	Cadillac: 1936, 3660. LaSalle: 1937-40 3750, 3850, 3950, 4050, 4052	8	3 3/8	2–1/8	2–5/32	Use Piston P-275AX	W-9298	LR-14	WB-1843
				1–3/32 1–1/8	2–5/32	P-275AX	W-9298	LR-14	WB-1843
	☛ P-275AX is T-Slot Cam Ground Original Type Piston.								
1936–45	Cadillac: 3670, 3675, 3760, 3765, 3770, 3775, 3860, 3860S, 3865, 3875, 3960S, 3961, 3975, 4060S, 4062, 4072, 4075, 4160S, 4161, 4162, 4163, 4167, 4175, 4260S, 4261, 4262, 4263, 4267, 4275	8	3 1/2	2–1/8	2–5/32	Use Piston P-274AX	W-9299	LR-14	WB-1843
				1–3/32 1–1/8	2–5/32	P-274AX	W-9299	LR-14	WB-1843
	☛ P-274AX is T-Slot Cam Ground Original Type Piston.								
1946–48	Cadillac: 4660S, 4661, 4662, 4675, 4760S, 4761, 4762, 4775, 4860S, 4861, 4862, 4875, 4876	8	3 1/2	2–5/64	1–3/16	.....	W-9299	LR-14	WB-1843

for CADILLAC & LA SALLE

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1934	LaSalle: 350	8	V-954	V-955N	G-279	G-279	VS-249	VS-249	VK-84
1935–36	LaSalle: 3550, 3650	8	V-1029	V-955N	G-279	G-279	VS-284	VS-284	VK-84
1936–48	Cadillac: 1936-47, 3660, 3670, 3675, 3760, 3765, 3770, 3775, 3860, 3860S, 3865, 3875, 3960S, 3961, 3975, 4060S, 4062, 4072, 4075, 4160S, 4161, 4162, 4163, 4167, 4175, 4260S, 4261, 4262, 4263, 4267, 4275, 4660S, 4661, 4662, 4675, 4760S, 4761, 4762, 4775, 4860S, 4861, 4862, 4875, 4876. LaSalle: 1937-40, 3750, 3850, 3950, 4050, 4052	8	V-1030	V-1031N	G-309	G-309	VS-300	VS-300	VK-84

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1927–35	Cadillac: 1928-35, 341A, 341B, 353, 355, 355B, 355C, 355D. LaSalle: 1927-33, 303, 328, 340, 345, 345B, 345C	8	....	....	2129	.060†	2130	.060†	2131	.060†	....	....	.....
1934	LaSalle: 350 to Engine 2106605	8	2724	See Note	2573	.060†	2574	.060†	2575	.060†	2576.060† 2577.060†		2 4
1934–36	LaSalle: 350 after Engine 2106605; 3550, 3650	8	2724	See Note	2690	.060†	2574	.060†	2575	.060†	2576.060† 2577.060†		2 4
	☛2724 is available .002, .010 and .060 undersize.												
1936	Cadillac: 3660, 3670, 3675	8	2719	See Note	2720	.060	2721	.060	2722	.060	....	....	.....
	☛2719 is available .002, .010, .020, and .060 undersize.												
1937	Cadillac: 3760, 3765, 3770, 3775. LaSalle: 3750	8	2873	See Note	2874	.060	2721	.060	2722	.060	....	....	.....
1938–48	Cadillac: 3860, 3860S, 3865, 3875, 3960S, 3961, 3975, 4060S, 4062, 4072, 4075, 4160S, 4161, 4162, 4163, 4167, 4175, 4260S, 4261, 4262, 4263, 4267, 4275, 4660S, 4661, 4662, 4675, 4760S, 4761, 4762, 4775, 4860S, 4861, 4862, 4875, 4876. LaSalle: 3850, 3950, 4050, 4052	8	2873	See Note	2874	.060	2721	.060	2934	.060	....	....	.....
	☛2873 is available .002, .010, .020, and .060 undersize.												

★Bearings marked † are supplied only in Undersize and NOT in Standard Size.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit
1934	LaSalle: 350 to Engine 2106605	8	.....	PA-222	.....
1934–35	LaSalle: 350 after Engine 2106605; 3550	8	.....	PA-192	.....
1936	Cadillac: 3660, 3670, 3675	8	.....	.....	MA-42
1936	LaSalle: 3650 to Engine 2215050	8	.....	PA-195	.....
1936	LaSalle: 3650 after Engine 2215050	8	.....	PA-196	.....
1937–48	Cadillac: 3760, 3765, 3770, 3775, 3860, 3860S, 3865, 3875, 3960S, 3961, 3975, 4060S, 4062, 4072, 4075, 4160S, 4161, 4162, 4163, 4167, 4175, 4260S, 4261, 4262, 4263, 4267, 4275, 4660S, 4661, 4662, 4675, 4760S, 4761, 4762, 4775. 4860S, 4861, 4862, 4875, 4876. LaSalle: 3750, 3850, 3950, 4050, 4052	8	.....	PA-239	MA-42

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for CADILLAC & LA SALLE
INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number
30604	VK-43
42764	2129 Std.
42765	2130 Std.
42935	2131 Std.
42941	2129 .010
42942	2130 .010
42943	2131 .010
56289	3 1/8 x 3/16 C
73988	3 1/8 .015 x 3/16 O
73989	3 1/8 .030 x 3/16 O
76221	3 1/8 .005 x 3/16 C
76223	3 1/8 .005 x 3/16 O
103725	M-34
106517	M-85
106749	M-3
106750	M-6
125366	M-413
231729	M-397
394063	M-412
399078	WB-1833
401670	VS-249
401878	PB-189
401879	PS-141
401881	PL-132
401882	PK-97
401883	PN-113
401884	M-407
401891	M-405
401892	M-406
403219	VK-84
403230–1	Use 407915
403232–3	Use 407916
403234–5	Use 407965
403236–7	Use 407918
403238–9	Use 407919
405633	VS-284
405830–1	Use 407964
405834	Use 407965
405844	PL-151
405846	M-342
405847	M-343
405848	M-323
405856	Use 1096968
405857	Use 1096969
407048	PB-222
407049	PS-173
407068	PB-232
407233	WB-1845
407268	Use 1096970
407915	2573
407916	2576
407918	2577
407919	2575
407964	2690
407965	2574
411817	M-468
493644	PB-49
494952	PB-188
494955	PS-137
494958	PK-98
494959	PN-111
870358	M-80
870897	3 1/4 x 3/16 O
870898	3 1/4 x 3/16 C
871448	3 1/4 .005 x 3/16 O
871450	3 1/4 .015 x 3/16 O
871452	3 1/4 .030 x 3/16 O
871454	3 1/4 .005 x 3/16 C
871456	3 1/4 .015 x 3/16 C
871458	3 1/4 .030 x 3/16 C
873940	3 5/16 x 3/16 O
873943	3 5/16 x 1/8 C
873944	3 5/16 x 3/16 C
873945	3 5/16 .005 x 1/8 C
873946	3 5/16 .015 x 1/8 C
873947	3 5/16 .030 x 1/8 C
873948	3 5/16 .015 x 3/16 C
873949	3 5/16 .030 x 3/16 C
876570	3 1/8 x 3/16 O
877794	3 3/8 .005 x 3/16 O
877795	3 3/8 .015 x 3/16 O
877796	3 3/8 .030 x 3/16 O
877797	3 3/8 .005 x 5/32 O
877798	3 3/8 .015 x 5/32 O
877799	3 3/8 .030 x 5/32 O
880926	3 5/16 .005 x 3/16 O
880927	3 5/16 .015 x 3/16 O
880928	3 5/16 .030 x 3/16 O
881148	VK-103
882475	SS-209
883615	3 x 1/8 C
883616	3 x 3/16 C
883617	3 x 3/16 O
883618	3 .015 x 3/16 O
883619	3 .015 x 3/16 C
883620	3 .015 x 1/8 C
885171	3 3/8 x 3/16 C
885172	3 3/8 x 1/8 C
885173	3 3/8 .005 x 1/8 C
885174	3 3/8 .015 x 1/8 C
885175	3 3/8 .030 x 1/8 C
885176	3 3/8 .005 x 3/16 C
885177	3 3/8 .015 x 3/16 C
885178	3 3/8 .030 x 3/16 C
890168	WB-1843
893569	3 3/8 x 5/32 O
893570	3 3/8 x 1/8 O
893571	3 3/8 x 3/16 O
893573	3 3/8 .005 x 1/8 O
893574	3 3/8 .015 x 1/8 O
893575	3 3/8 .030 x 1/8 O
894412	3 1/8 .005 x 1/8 O
894414	3 1/8 .015 x 1/8 O
894621	3 1/8 x 3/16 O
894622	3 1/8 .015 x 3/16 O
894623	3 1/8 x 1/8 C
894624	3 1/8 .015 x 1/8 C
894625	3 1/8 x 3/16 C
894626	3 1/8 .015 x 3/16 C
896519	3 .005 x 3/16 O
896523	3 .030 x 3/16 O
954154	M-483
1096472	PA-134
1096696	PA-149
1096872	2720 Std.
1096873	2721 Std.
1096875	2874 Std.
1096877	2934
1096968	V-955N
1096969	V-954
1096970	V-1029
1096981	No. 4263 Std.
1096982	No. 4263 .003
1096983	No. 4263 .005
1096984	No. 4263 .010
1096985	No. 4263 .015
1096986	No. 4263 .030
1096987	No. 4322 Std.
1096988	No. 4322 .003
1096989	No. 4322 .005
1096990	No. 4322 .010
1096991	No. 4322 .015
1096992	No. 4322 .030
1097024	P-275AX Std.
1097025	P-274AX Std.
1097059	P-275AX .003
1097060	P-275AX .005
1097061	P-275AX .010
1097062	P-275AX .015
1097063	P-275AX .030
1097064	P-274AX .003
1097065	P-274AX .005
1097066	P-274AX .010
1097067	P-274AX .015
1097068	P-274AX .030
1097244	No. 4272 Std.
1097245	No. 4272 .003
1097246	No. 4272 .005
1097247	No. 4272 .010
1097248	No. 4272 .015
1097249	No. 4272 .030
1097250	No. 4326 Std.
1097285	2873
1097413	PA-239
1097431	2874
1097432	2874
1097433	2874
1097583	No. 2153 Std.
1097584	No. 5153 Std.
1097585	No. 5153 .010
1097586	No. 5153 .020
1097587	No. 5153 .030
1403192	SS-221
1403956	PK-114
1405400	3 3/8 x 3/32 C
1405401	3 3/8 x 3/32 C
1405495	3 x 3/32 C
1405496	3 1/8 x 3/32 C
1405497	3 1/8 x 3/32 C
1405498	3 x 3/32 C
1405506	3 1/8 x 5/32 O
1405507	3 x 5/32 O
1405850	W-9270
1406473	2724 three oil holes
1406731	3 x 1/8 O
1406732	3 x 1/8 C
1408926	3 3/8 .005 x 3/32 C
1408927	3 3/8 .015 x 3/32 C
1408928	3 3/8 .030 x 3/32 C
1408985	3 1/8 .005 x 3/32 C
1408986	3 1/8 .015 x 3/32 C
1408987	3 1/8 .030 x 3/32 C
1408988	3 1/8 .005 x 3/32 C
1408989	3 1/8 .015 x 3/32 C
1408990	3 1/8 .030 x 3/32 C
1408991	3 .005 x 3/32 C
1408992	3 .015 x 3/32 C
1408993	3 .030 x 3/32 C
1408994	3 .005 x 3/32 C
1408995	3 .015 x 3/32 C
1408996	3 .030 x 3/32 C
1408997	3 3/8 .005 x 3/32 C
1408998	3 3/8 .015 x 3/32 C
1408999	3 3/8 .030 x 3/32 C
1409000	3 1/8 .005 x 5/32 O
1409001	3 1/8 .015 x 5/32 O
1409002	3 1/8 .030 x 5/32 O
1409003	3 .005 x 5/32 O
1409004	3 .015 x 5/32 O
1409005	3 .030 x 5/32 O
1409307	3 .005 x 1/8 C
1409308	3 .015 x 1/8 C
1409309	3 .030 x 1/8 C
1409313	3 .005 x 1/8 O
1409314	3 .015 x 1/8 O
1409315	3 .030 x 1/8 O
1409428	3 .003 x 5/32 O
1409429	3 .003 x 1/8 O
1409430	3 .003 x 1/8 C
1409466	G-279
1410558	W-9270 .004
1410606	WB-1843
1410857	V-1031N
1410898	VS-300
1410957	G-309
1410971	Use 1096872
1410972	Use 1096874
1411203	M-486
1411243	PB-225
1411245	M-484
1411248	M-121
1411823	Use 1096873
1411981	PB-224
1411982	LR-55
1412491	V-1030
1414552	3 .010 x 1/8 O
1414553	3 .010 x 1/8 C
1414554	3 .010 x 5/32 O
1414806	W-9299
1414814	LR-14
1415140	G-309
1415141	3 1/2 x 5/32 O
1415143	3 1/2 x 1/8 C
1415144	3 3/8 x 1/8 C
1415186	3 1/8 x 1/8 O
1415187	3 5/16 x 5/32 O
1415188	3 5/16 .015 x 5/32 O
1415189	3 5/16 .030 x 5/32 O
1415190	3 1/8 .005 x 3/16 O
1415198–9	2719
1415295	W-9298
1415572	3 1/8 .030 x 3/16 C
1415573	3 1/8 .030 x 1/8 C
1415574	3 1/8 .030 x 3/16 O
1415575	3 1/8 .030 x 1/8 O
1415576	3 x 1/8 O
1415685	3 5/16 .005 x 3/16 C
1415686	3 1/8 .005 x 3/16 C
1415687	3 1/8 .005 x 1/8 C
1415688	3 .005 x 1/8 C
1415689	3 .005 x 3/16 C
1415690	3 .030 x 1/8 C
1415691	3 .030 x 3/16 C
1415933	3 1/2 .003 x 5/32 O
1415934	3 1/2 .005 x 5/32 O
1415935	3 1/2 .010 x 5/32 O
1415936	3 1/2 .015 x 5/32 O
1415937	3 1/2 .030 x 5/32 O
1415938	3 3/8 .003 x 1/8 C
1415939	3 3/8 .005 x 1/8 C
1415940	3 3/8 .010 x 1/8 C
1415941	3 3/8 .015 x 1/8 C
1415942	3 3/8 .030 x 1/8 C
1415943	3 3/8 .003 x 5/32 O
1415945	3 3/8 .010 x 5/32 O
1415948	3 1/2 .003 x 1/8 C
1415949	3 1/2 .005 x 1/8 C
1415950	3 1/2 .010 x 1/8 C
1415951	3 1/2 .015 x 1/8 C

(Continued on next page)

for CADILLAC & LA SALLE

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
1415952	3½ .030x1/8 C
1419490	Use 1096875
1419712-3	2873
1420212	V-1030
1420220	V-1031N
1420335	WB-1843
1421132	2722
1424555	W-9299 .004
1424556	W-9298 .004
1428442	3 3/8x5/32 O
1428443	3½x5/32 O
1428455	3 3/8x1/8 C
1428456	3½x1/8 C
1428493	3 3/8 .003x1/8 C
1428494	3 3/8 .005x1/8 C
1428495	3 3/8 .010x1/8 C
1428496	3 3/8 .015x1/8 C
1428497	3 3/8 .030x1/8 C
1428498	3½ .003x1/8 C
1428499	3½ .005x1/8 C
1428500	3½ .010x1/8 C
1428501	3½ .015x1/8 C
1428502	3½ .030x1/8 C
1428509	3 3/8 .015x5/32 O
1428510	3½ .015x5/32 O
1433614	3½x3/32 C
1433615	3 3/8x3/32 C
1433646	3¼x1/8 C
1433647	3¼x3/32 C
1433648	3¼x3/16 O
1433649	3½x1/8 C
1433650	3 3/8x5/32 O
1433651	3 3/8x1/8 C
1433652	3½x5/32 O
1434168	3 3/8 .003x1/8 C
1434169	3 3/8 .005x1/8 C
1434170	3 3/8 .010x1/8 C
1434171	3 3/8 .015x1/8 C
1434172	3 3/8 .030x1/8 C
1434173	3½ .003x1/8 C
1434174	3½ .005x1/8 C
1434175	3½ .010x1/8 C
1434176	3½ .015x1/8 C
1434177	3½ .030x1/8 C
1434178	3 3/8 .003x5/32 O
1434179	3 3/8 .005x5/32 O
1434180	3 3/8 .010x5/32 O
1434181	3 3/8 .015x5/32 O
1434182	3 3/8 .030x5/32 O
1434183	3½ .003x5/32 O
1434184	3½ .005x5/32 O
1434185	3½ .010x5/32 O
1434186	3½ .015x5/32 O
1434187	3½ .030x5/32 O
1434706	3 3/8 .003x3/32 C
1434707	3 3/8 .005x3/32 C
1434708	3 3/8 .010x3/32 C
1434709	3 3/8 .015x3/32 C
1434710	3 3/8 .030x3/32 C
1434722	3½ .003x3/32 C
1434723	3½ .005x3/32 C
1434724	3½ .010x3/32 C
1434725	3½ .015x3/32 C
1434726	3½ .030x3/32 C
1434734	3¼ .005x3/32 C
1434735	3¼ .010x3/32 C
1434736	3¼ .015x3/32 C
1434737	3¼ .030x3/32 C
1434738	3¼ .005x3/16 O
1434739	3¼ .010x3/16 O
1434740	3¼ .015x3/16 O
1434741	3¼ .030x3/16 O
1434742	3¼ .005x1/8 C
1434743	3¼ .010x1/8 C
1434744	3¼ .015x1/8 C
1434745	3¼ .030x1/8 C
1437012	PB-223
1437559	W-9299 .0005
1438257	M-468
1440864	V-1030
1443352	VS-300

"C"—Compression Ring; "O"—Oil Ring; "Std."—Standard.

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for **CASE TRACTOR**

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1918–29	K, 15-27, 18-32	4	4 1/2	8–1/4	4–1/4	L897	4897		1897
1920–39	A, 12-20; AE Skid Engine; Combines M, W; 1920-29 Combine P to Serial 304364, 12-20 Cut.	4	4 1/8	8–3/16	4–3/16	L808	4808		1808
1927–38	Combines 9, A, B, 8-12 Cut (Wauk. X)	4	3 1/2	8–3/16	4–3/16	L832	4832		1832
1928–37	Combines H, V, 10-15 Cut (Wauk. V)	4	4	8–3/16	4–3/16	L822	4822		1822
1929–39	C, CC, CD, CI, CO, CE Skid Engine; Combine P after Serial 304364, 12-20 Cut	4	3 7/8	8–3/16	4–3/16	L842	4842		1842
1929–47	1929–40 L, LI, 26-40, LE Engine; 1940-47 LA, LAI, LAE Engine	4	4 5/8	12–5/32	4–5/32	L843	4843		1843
1935–41	R. RC, RI; Combines C, CB, K, 8-12 Cut (Wauk. FC, FK):	4	3 1/4						
	(For Concave Head Pistons)			8–1/8	4–3/16	L403	4403		703
	(For Flat Head Pistons)			8–1/8	4–3/16	L824	4824		1824
1938–41	Combine V, 10-15 Cut	4	3 5/8	12–1/8	4–3/16	L828	4828		1828
1939–47	D, DC, DH, DI, DO; DE Skid Engine	4	3 7/8	12–1/8	4–1/4	L887	4887		1887
1939–45	Light Bailer 14X18 (Wisc. AF)	1	3 1/4	3–1/8	1–3/16	L1094	5094		2094
1940	Combine G, 6 Cut; Pickup Bailer NCM, 14x18 (Wisc. AC4)	4	2 5/8						
	For 3-Ring Pistons			8–1/8	4–3/16	L880	4880		1880
	For 4-Ring Pistons			12–3/32	4–3/16	L1091	5091		2091
1940–47	S, SC, SI, SO; SE Engines	4	3 1/2	12–1/8	4–3/16	L945	4945		1945
1940–42	V, VC, VI, VO	4	3	12–1/8	4–1/4	L946	4946		1946
1941–46	Combines A, G, M, O, 6-9 Cut; Pickup Bailer NCM, 14x18 (Wisc. VE4)	4	3	12–3/32	4–3/16	L1137	5137		2137
1941–47	VA, VAC, VAI, VAO	4	3 1/4	12–1/8	4–1/4	L438	4438		738

PISTON, PIN & SLEEVE ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1920–38	A, 12-20; AE Skid Engine; Combines M, W: 1920-29, Combine P to Serial 304364, 12-20 Cut	4	4 1/8	2–3/16	1–3/16	SA-6 With PR-6 Packing Ring.			
1927–38	Combines 9, A, B, 8-12 Cut (Wauk. X)	4	3 1/2	2–3/16	1–3/16	P-873X	W-8073	Osc.	.....
1928–37	Combines H, V, 10-15 Cut (Wauk. V)	4	4	2–3/16	1–3/16	P-872X	W-9218	Osc.	.....
1929–47	1929-39 C, CC, CD, CI, CO, CE Skid Engine; Combine P after Serial 304364, 12-20 Cut; 1939-47 D, DC, DH, DI, DO, DE Skid Engine	4	3 7/8						
	Standard Compression	....	....	.....	.....	SA-14R With PR-9 Packing Ring.			
				3–1/8	1–1/4	P-1010RX	W-9178	Osc.	.....
	Super Power or 5000 Ft. Altitude	....	....	.....	.....	SA-57R With PR-9 Packing Ring.			
				3–1/8	1–1/4	P-1195RX	W-9178	Osc.	.....
1929–47	1929-40 L, LI, 26-40, LE Engine 1940-47 LA, LAI, LAE Engine	4	4 5/8						
	Standard Compression	....	....	.....	.....	SA-8 With PR-8 Packing Ring.			
				3–5/32	1–5/32	P-946X	W-9116	Osc.	.....
	Super Power or 6000 Ft. Altitude	....	....	.....	.....	SA-62 With PR-8 Packing Ring.			
				3–5/32	1–5/32	P-1198X	W-9116	Osc.	.....

(Continued on next page)

for CASE TRACTOR

PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1935–41	R, RC, RI; Combines C, CB, K, 8-12 Cut (Waukesha FC, FK)	4	3¼	2–⅛	1–3/16	P-1160X	W-9314	LR-57	WB-1917
				2–⅛	1–3/16	P-1182X	W-9314	LR-57	WB-1917
	☛ P-1160X has a Concave Head and is for 1935-36 Tractors to Serial 316958 and for Tractor after 1937 after Serial 4225000. P-1182X has a Flat Head and is for 1936-37 Tractors from Serial 316957 to 4225000.								
1938–41	Combine V, 10-15 Cut	4	3⅝	3–⅛	1–3/16	P-989X	W-9146	LR-21	WB-1826
1940–47	S, SC, SI, SO, SE Engines	4	3½	.....	.....	SA-101 With PR-24 Packing Ring.			
				3–⅛	1–3/16	P-1262X	W-9390	LR-69	WB-1943
1940–42	V, VC, VI, VO	4	3	3–⅛	1–¼	P-1239X	W-9137	LR-4	WB-1877
1941–47	VA, VAC, VAI, VAO	4	3¼	3–⅛	1–¼	.....	W-9374	LR-4	WB-1877

☛ Piston Pin Bushing for Upper End of Connecting Rod are not included in Sleeve Assemblies.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1920–38	A, 12-20; AE Skid Engine; Combines M, W, 12-20 Cut; 1920-29 Combine P to Serial No. 304364, 12-20 Cut	4	V-321	V-321	G-204	G-204	VS-200	VS-200	VK-97
1928–37	Combine H, V, 10-15 Cut	4	V-536	V-536	G-213	G-213	.....	.....	VK-44
1928–41	1928-38, Combines A; B, 8-12 Cut; 1938-41, V, 10-15 Cut	4	V-675	V-675	G-172	G-172	VS-74	VS-74	VK-44
1929–47	C, CC, CD, CO, CI; CE Skid Engine; D, DC, DH, DI, DO; Combine P after Serial 304364, 12-20 Cut	4	V-794R	V-794R	G-402	G-185	VS-183	VS-183	VK-97
1929–47	1929-40, L, LI, 26-40; LE Engine 1940-47, LA, LAI, LAE Engine	4	V-679R	V-679R	G-184	G-184	VS-184	VS-184	VK-97
1935–36	RC to Serial 316958; Combine C, 8-12 Cut. (Drilled Valve, Pin Type Keeper) (Wauk. FK)	4	V-922	V-922	.....	.....	.....	.....	VK-41
1936–40	R; RC after Serial 316958; RI; Combine C, CB, K, 8-12 Cut. (Grooved Valve, Split Type Keeper) Waukesha FC	4	V-1139	V-1139	G-328	G-328	VS-321	VS-321	VK-134
1940	V, VC, VI, VO	4	V-1273	V-1274N	G-374	G-374	VS-339	VS-339	VK-147
1940–47	S, SC, SI, SO; SE Engine	4	V-1319	V-1320N	G-395	G-395	VS-356	VS-356	VK-134

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit
1940–41	V, VC, VI, VO	4	.....	PA-232	.....

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for CASE TRACTOR

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1918–29	K, 15-27, 18-32	4	1501	.090†	....	....	....	....	....	....	....	....	.....
1927–38	Combines 9, A, B, 8-12 Cut	4	Use Parts Listed for Waukesha X.										
1929–46	C, CC, CD, CI, CO; CE Skid Engine; D, DC, DH, DI, DO; DE, Skid Engine; Combine P, 12-20 Cut	4	....	....	2659	.090	2660	.090	2661	.090†	....	....	.....
	Bearing Shim	....	....	....	B-1461B	1/8	B-1461B	1/8	B-1461B	1/8	....	....	.....
1929–46	1929-40, L, LI 26-40; LE Engine; 1940-46, LA, LAI; LAE Engine	4	....	....	2662	.090†	2663	.090†	2662	.090†	....	....	.....
	Bearing Shims	....	....	....	B-1462B	1/8	B-1463B	1/8	B-1462B	1/8	....	....	.....
1936–41	R, RC, RI; Combine C, CB, K, 8-12 Cut (Wauk. FC, FK)	4	2846	See Note	2805	See Note	2806	See Note	2807	See Note	....	....	.....
	Bearing Shim	....	B-2194	.006	....	....	....	....	....	....	....	....	.....
	☛2846, available .002, .010, .020, .030 and .060 undersize, is for use after 1937 after Tractor Serial 4225001. 2805, 2806, and 2807 are available .002, .010, .020, .030 and .060 undersize.												
1938–41	Combine V, 10-15 Cut	4	2893	.002 .010 .060	....	....	....	....	....	....	....	....	.....
1940–41	V, VC, VI, VO	4	2766 For Rods 1-3. 2767 For Rods 2-4.										
					2691	.002 .020 .060	2935	.002 .020 .060	2693	.002 .020 .060	....	....	.....
	☛2766 and 2767 are available .002, .010, and .060 undersize.												
1940–46	S, SC, SI, SO; SE Engines	4	3277	See Note	3494	.075	3495	.075	3494	.075	....	....	.....
					....	....	....	....	....	....	....	....	.....
	☛3277 is available .002, .010, .020, and .090 undersize.												
1941–46	VA, VAC, VAI, VAO	4	2766	See Note	..	....	....	....	....	....	....	....	.....
	☛2766 is available .002, .010, .020, and .060 undersize.												

★Bearings marked † are supplied only in Undersize and NOT in Standard Size.
Dimension following Shim stock number indicates thickness of Shim.
The Suffix "B" indicates the Shim is Babbitt Tipped.

for CATERPILLAR-BEST-HOLT TRACTORS
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1922–27	Holt: 1922-25, T35, 15, 2 Ton; Harvester Thresher, Caterpillar: 1926-27 T35, 15-25, 2 Ton	4	4	12–3/16	4–3/16	L973	4973		1973
1924–32	Best: 1924-26, A30, 20-30, 25-30 after Serial 3100; Caterpillar: 1926-32, 30, 25-30	4	4 3/4	16–1/4	4–1/4				1814
1924–32	Best: 1924-26, A-60, 40-60, 50-60 after Serial 1125. Caterpillar: 1926-32, 60, 50-60	4	6 1/2	16–1/4	4–1/4				12632
1926–28	Holt: Combines No. 32, 12-15 Cut (Wisc. SU)	4	4	8–3/16	4–3/16	L917	4917		1917
1927	Holt: Combine No. 34, No. 36 12-20 Cut (Wisc. C1)	4	4 1/8	8–3/16	4–3/16	L808	4808		1808
1928	Holt: Combine No. 30, 18-20 Cut (Wisc. X)	4	4 1/2	16–3/16	4–3/16	L1138	5138		2138
1928–29	Holt: Combine No. 34, 12-15 Cut (Wisc. CA1)	4	4 1/8	8–1/4	4–1/4				1904
1928–29	Holt: Combine No. 36, 16-1/2-20 Cut (Wisc. C2)	4	4 1/2	8–1/4	4–1/4	L897	4897		1897
1928–33	20, (1928-31); 25 (1932-33)	4	4	16–1/8	4–1/8				1900
1928–33	15 (1928-31); 20 (1932-33)	4	3 3/4	12–5/32	8–5/32	L899	4899		1899
1928–33	10 (1928-31); 15 (1932-33)	4	3 3/8	8–5/32	8–5/32	L898	4898		1898
1932–37	50	4	5 1/2	16–3/16	4–3/16		5390		2390
1932–37	65, 70	4	7	16–1/4	4–1/4				2417
1934–38	22	4	4	12–5/32	8–5/32	L902	4902		1902
1935–36	40; Power Unit 6500G	4	5 1/8	16–3/16	4–3/16		5423		2423
1935–40	30 Gasoline; R4	4	4 1/4	12–1/8	4–1/8 4–7/32	L1148	5148		2148
1936–38	RD-6 Diesel after Serial No. 2H-1892	3	5 3/4	12–5/32	6–1/4				12508
1936–38	RD-7 Diesel after Serial No. 9G-1540	4	5 3/4	16–5/32	8–1/4				12509
1936–38	RD-8 Diesel	6	5 3/4	24–5/32	12–1/4				12510
1936–40	RD-4, D4 Diesel to No. 7J5104	4	4 1/4	16–1/8	8–1/4	L901	4901		1901
1936–40	R5; Power Unit 7500G	4	5 1/2	16–3/16	4–3/16		5390		2390
1938–47	D2, D3400, Diesel: For 5-Ring Pistons For 6-Ring Pistons	4	3 3/4	 12–1/8 16–1/8	 8–7/32 8–7/32	 L2514 L1215	 42514 5215		 12514 2215
1939–40	R2	4	3 3/4	16–1/8	4–7/32	L2512	42512		12512
.....	Auto Patrol No. 11	4	4 1/2	16–5/32	4–5/32	L2513	42513		12513
1941–46	D6, DW10, D4600, Motor Grader 12, Diesel	6	4 1/4	18–1/8	12–7/32	L2515	42515		12515
1941–46	D4, D4400, Diesel	4	4 1/4	12–1/8	8–7/32	L2516	42516		12516
1946	D-1700 Diesel	8	5 3/4	8–3/16 24–5/32	16–1/4				12592
1946–48	D-7, D8800 Diesel	4	5 3/4	4–3/16 8–5/32	4–1/4				12590
1946–48	D-8, D13000 Diesel	6	5 3/4	6–3/16 12–5/32	6–1/4				12591

PRINTED IN U.S.A.

for CATERPILLAR, BEST & HOLT TRACTORS

PISTON, PIN & SLEEVE ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1924–32	Best: 1924-26, A-30, 20-30, 25-30 after Serial 3100. Caterpillar: 1926-32, 30, 25-30 (Standard Compression)..	4	4 3/4	4–1/4	1–1/4	P-837X	.....	Plug	WB-1770
1928–33	20 (1928-31); 25 (1932-33).....	4	4	4–1/8	1–1/8	P-936X	.....	Plug	.....
1928–33	15 (1928-31); 20 (1932-33).....	4	3 3/4	3–5/32	2–5/32	P-935X	W-9103	Plug	WB-1743
1932–37	65, 70.....	4	7	4–1/4	1–1/4	.....	W-9248	Plug	.....
1934–35	28; Auto Patrol No. 7, 9 and 10; Grader No. 6-A1 and Up; Power Unit 4200G.....	4	4 3/16	4–5/32	1–5/32	P-1134X	W-9288	Plug	.....
1934–38	22.....	4	4	3–5/32	2–5/32	P-1132X	W-9287	Plug	WB-1743
1934–38	Starting Motors for Diesel Tractors RD6, RD7, RD8, Diesel Power Units D6100 (Late), D6600, D7700, D8800, D11000, D13000; Controlling Motors for Graders No. 66, No. 67.....	2	3 5/8	2–5/32	2–5/32	.....	W-9332	Plug	.....
1935–40	30 Gasoline; R4.....	4	4 1/4	3–1/8	1–1/8 1–1/32	.....	W-9315	LR-81	.....
1936–40	RD-4, D-4 Diesel to TJ5104.....	4	4 1/4	4–1/8 4–1/8	2–7/32 2–1/4	....	W-9315 W-9315	Plug Plug	....
1936–40	R5; Power Unit 7500G.....	4	5 1/2	4–3/16	1–3/16	P-1196X	W-9328	Plug	WB-1770
1939–40	R2.....	4	3 3/4	4–1/8	1–7/32	P-1255X	W-9381	LR-82	.....
	☛ Lock Ring Type Piston P-1255X and Pin W-9381 must be used as an assembly in early "R2" Engines having old style Aluminum Plug Type Pin Locks.								
.....	Auto Patrol No. 11.....	4	4 1/2	4–5/32	1–5/32	P-1225X	W-9353	Plug	.....

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1928–33	20, (1928-31); 25, (1932-33); Gasoline Auto Patrol No. 9, No. 10.....	4	V-651	V-652N	.....	.....	VS-176	VS-176	.....
1934–36	Diesel 35, RD-6 to Engine 2H1200, 3 cyl.; Diesel 50, RD-7 to Engine 9G625, 4 cyl.; Diesel 75, RD-8 to Engine 1H500, 6 cyl.....	3-4-6	.....	.....	G-384 Iron	G-384 Iron	VS-309 Inner VS-234 Outer	VS-309 Inner VS-234 Outer Spring Seat→MS-5	VK-139
1934–38	22, 28; Auto Patrol No. 10; Grader No. 6A-1 and Up; Power Unit 4200G...	4	V-651	V-652N	G-292	G-292	VS-176	VS-176	.....
1935–38	Gasoline 30; Diesel RD-4.....	4	V-1120	V-1121N	G-319R	G-319R	VS-309 Inner VS-176 Outer	VS-309 Inner VS-176 Outer	.....
1936–38	Diesel RD-6 after Engine 2H1200, 3 cyl.; Diesel RD-7 after Engine 9G625, 4 cyl.; Diesel RD-8 after Engine 1H500, 6 cyl.....	3-4-6	V-1149	V-1150N	G-384 Iron	G-384 Iron	VS-309 Inner VS-234 Outer	VS-309 Inner VS-234 Outer Spring Seat→MS-5	VK-139 (3-piece)
	☛ V-1149 and V-1150N are "3-piece Keeper" type valves and may be used to replace "2-piece Keeper" type valves provided Keeper VK-139 and Spring Seat MS-5 are also installed.								

(Continued on next page)

for CATERPILLAR, BEST & HOLT TRACTORS

VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1938–40	R4, D4, No. 48 Grader	4	V-1120	V-1121N	G-319R	G-319R	.....	.....	.....
1939–40	R2	4	V-1294	V-1295N	G-385	G-385	VS-309 Inner VS-176 Outer	VS-309 Inner VS-176 Outer	.....
.....	Road Patrol No. 11	4	.....	.....	G-292	G-292	VS-176	VS-176	.....

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1928–38	15 (1928-31); 20 (1932-33); 22 (1934-38)	4	....	....	2709	.090†	2710	.090†	2711	.090†	....	....	.....
	Bearing Shims	....	B-1251B	3/64	B-906B	1/8	B-1249B	1/8	B-2939B	1/8	....	....	.....
1933–38	Diesel 35, 40, RD6, 3 cyl.; Diesel 50, RD7, 4 cyl.	3–4	2922	.090	....	....	....	....	....	....	....	....	.....
	Bearing Shims	....	B-1674B	3/16	→For Diesel 35 to No. 6E222; Diesel 50 to No. 1E317.								
			B-1961B	3/16	→For Diesel 35 after No. 6E222; Diesel 50 after No. 1E317; Diesel 40, RD6, RD7.								
			B-1989B	3/16	→Same as B1961B except for .050 undersize Crankshaft.								
1935–39	Gasoline 30; R4 to No. 6G1043; No. 10 Auto Patrol to No. 6H87; Diesel D4, RD4; D4400 Power Units; No. 10 Diesel Auto Patrol	4	....	....	2811	.090	2812	.090	2813	.090	2814	.090	2–4
	Bearing Shims:												
	Gas. 30 to No. PS9070	....	B-640	3/16	B-641	.177	B-642	.177	B-643	.177	....	....	.....
	From PS9070 to PS13285	....	B-1340B	3/16	B-1540B	3/16	B-1541B	3/16	B-1542B	3/16	....	....	.....
	After PS13285; RD4	....	B-1948B	.183	B-2069B	3/16	B-2070B	3/16	B-2070B	3/16	B-2068B	3/16	.....
1935–41	Diesel D2, RD2	4	3241	.030 .090	....	....	....	....	....	....	....	....	.....
1936–38	Diesel RD8	6	2923	.090	....	....	....	....	....	....	....	....	.....
	Bearing Shims	....	B-1961B	3/16	....	....	....	....	....	....	....	....	.....
			B-1989B	3/16	→For .050 Undersize Crankshaft.								
1939–40	R2	4	3241	.030 .090	3242	.030 .090	3243	.030 .090	3244	.030 .090	3245	.030 .090	2–4
.....	Starting Motors for Diesel Tractors D2, D4, RD4; Power Units D3400, D4400; RM13, RM25, RM36, RM37, RM40, RM41, RM50, RM51, RM55, RM59; Auto Patrol 10; Motor Graders No. 112, No. 212	....	3490	.020	....	....	....	....	....	....	....	....	.....
.....	Starting Motors for Diesel Tractors D5, D6; Power Units D4600; RM13, RM49; Motor Grader No. 12; Auto Patrol 12	....	3491	.020	....	....	....	....	....	....	....	....	.....
.....	Starting Motor for Diesel Power Unit D17000	....	3492	.020	....	....	....	....	....	....	....	....	.....
.....	Starting Motor for Diesels RM16, RM19, RM35, RM38, 800G; Motor Graders No. 44, No. 66, No. 77	....	3493	.020	....	....	....	....	....	....	....	....	.....

★Bearings marked † are supplied only in Undersize and NOT in Standard Size.
Dimension following Shim stock number indicates thickness of Shim.
The Suffix "B" indicates the Shim is Babbitt Tipped.

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for C. E. TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width Comp. Rings	Number and Width Oil Rings	Piston Ring Set Numbers Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1937	C. E. (Wisc. AF)	1	3 1/4	3–1/8	1–3/16	L1094	5094		2094

for CENTAUR TRACTOR

1930–40	G (Le Roi TRP)	2	3 3/8	4–3/16	2–3/16	L2536	42536		12536
1935–36	KV (Le Roi D123W)	4	3 1/8	8–3/16	4–3/16	L907	4907		1907
1937–46	CI, KM, KV, KYM, RW (Le Roi D133)	4	3 1/4	8–1/8	4–3/16	L824	4824		1824

for CHECKER CAB

1933–35	T, Taxi (Lyc. GUC):	8	3						
	For Aluminum Pistons			16–1/8	8–1/8 8–3/16	L227	4227		527
	For Iron Pistons			24–1/8	8–3/16	L997	4997		1997
1935–36	Y, 5-Pass. Taxi (Lyc. GFD)	8	3 1/16	16–1/8	8–1/8 8–3/16	L985	4985		1985
1940–41	A (Cont. CA-6262)	6	3 9/16	6–5/32 12–1/8	6–1/4 6–5/32	L388	4388		688

for CHEVROLET CAR & TRUCK

1914–28	All 4-Cylinder Cars and Trucks	4	3 11/16	8–5/32	4–5/32		52		25
1929–32	All Models	6	3 5/16	12–5/32	6–5/32	L209	4209	1509	509
1933	All Models	6	3 5/16	12–5/32	6–3/16	L210	4210	1510	510
1934–36	All Models	6	3 5/16	12–1/8	6–3/16	L208	4208	1508	508
1937–48	All Models with 3 1/2" Motor Model 216	6	3 1/2	12–1/8	6–3/16	L205 Chrome Rebore-Rebuild Set	4205 C4205	1505	505
1939–46	Canadian Models; H16, H17	6	3 23/32	18–1/8	6–3/16	L806 Chrome Rebore-Rebuild Set	4806 C4806		1806
1941–48	All Models with 3 9/16" 100 HP Engine Model 235	6	3 9/16	12–1/8	6–3/16	L336 Chrome Rebore-Rebuild Set	4336 C4336	1636	636

OVERSIZE SERVICE

All Ring Sets for Chevrolet are available in Std.-20-30-40-60 thousandths oversize. No. 25, L205, L208, L336, 505, 508, 636, 4205, C4205, 4208, 4336, C4336 are also available in 80 thousandths oversize.

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1929–36	All Models with 3 5/16" Motor, 6 cyl. (Also Canadian Models)	Cast Iron	3 5/16	PX-37
1937–48	All Models with 3 1/2" Motor, 6 cyl. (Also Canadian Models)	Cast Iron	3 1/2	PX-20
1941–48	All Models with 3 9/16" Motor, 6 cyl.	Cast Iron	3 9/16	PX-21

for CHEVROLET CAR & TRUCK
PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1929–36	All Pass. Cars and Trucks, Master and Standard	6	3 5/16	2–1/8	1–3/16	P-1125X	W-9025	Osc.	WB-1754
	☛P-1125X is Tin Plated when supplied in Finished Sizes. P-1125X is available in .080 and .100 oversize.								
1937–40	Pass. Cars: GA, HA, JA, KH, Master DeLuxe; KA Special DeLuxe; GB, HB, JB, KB, Master. Trucks: GB, HB, JB, KB, KH, Sedan Delivery; 1937, GC, ½ Ton	6	3½	2–1/8	1–3/16	P-1184X	W-9322	Osc.	WB-1913
				2–1/8	1–3/16	P-384AX	W-9322	Osc.	WB-1913
	☛P-1184X is an Original Type Piston for Passenger Car Service. Tin Plated when supplied in Finished Sizes. P-384AX is an Optional Dome Head Aluminum Piston.								
1937–40	Trucks: HC, JC, KC, GD, HD, JD, KD, GE, HE, JE, KE, KF, S, T, V, W, ½-1½ Ton	6	3½	2–1/8	1–3/16	P-1204X	W-9322	Osc.	WB-1913
				2–1/8	1–3/16	P-384AX	W-9322	Osc.	WB-1913
	☛P-1204X is a Heavy Duty Original Type Piston for Truck Service. Tin Plated when supplied in Finished Sizes. P-384AX is an Optional Dome Head Aluminum Piston.								
1941–48	Pass. Cars: AH, Special DeLuxe; AG, Master DeLuxe; BH, DK, EK, FK, Fleetmaster and Fleetline; BG, DJ, EJ, FJ, Stylemaster. Trucks: AG, BG, DJ, EJ, Sedan Delivery; 73K, 73L, 73M	6	3½	2–1/8	1–3/16	P-1260X	W-9322	Osc.	WB-1913
				2–1/8	1–3/16	P-390AX	W-9322	Osc.	WB-1913
	☛P-1260X is an Original Type Piston for Pass. Car service. Tin Plated when supplied in Finished Sizes. P-390AX is an Optional Flat Head Aluminum Piston.								
1941–48	Trucks: AK, BK, CK, DP, EP, FP, ½ ton; AL, AM, BL, BM, DR, ER, FR, ¾ ton; AN, BN, DS, ES, FS, 1 ton; YR, YS, MR, MS, OR, OS, PJ, PK, QJ, QK, RJ, RK, 1½ ton; YT, MY, MT, OW, OY, PL, QL, RL, School Bus; Series 3101, 3605, 4000, ½-1½ ton. (216 Cu. In.)	6	3½	2–1/8	1–3/16	P-1261X	W-9322	Osc.	WB-1913
				2–1/8	1–3/16	P-390AX	W-9322	Osc.	WB-1913
	☛P-1261X is a Heavy Duty Original Type Piston for Truck service. Tin Plated when supplied in Finished Sizes. P-390AX is an Optional Flat Head Aluminum Piston.								
1941–48	Trucks: (1941-42) M Series, Y Series; (1946-48) OE, OF, OH, OI, OJ, PV, PW, PX, PP, PR, PS, QV, QW, QP, QR, QS, RV, RW, RP, RR, RS, 2 ton; OG, QX, RX, Bus; Series G4100, G7100, 1½ ton. (100 H.P.; 235 Cu. In.)	6	3 9/16	2–1/8	1–3/16	P-1263X	W-9322	Osc.	WB-1913
	☛P-1263X is a Heavy Duty Original Type Piston for Truck service. Tin Plated when supplied in Finished Sizes.								

OVERSIZE SERVICE

SEMI-FINISHED PISTONS: "S" & "OS" Type Semi-Finished Pistons are available as follows:

"S" Type Semi-Finished Pistons are turned to .035 oversize and are used to finish from Standard to and including .020 oversize.

"OS" Type Semi-Finished Pistons are turned to .085 (Passenger Car Pistons), .125 (Truck Pistons) and are used when finishing pistons from .025 oversize to and including .070 (Passenger Car Pistons), .110 (Truck Pistons).

PISTON PINS: W-9025 — Std. — 1½-3-5-10 thousandths.
W-9322 — Std. — 1½-3-5 thousandths.

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for CHEVROLET CAR & TRUCK

DRY CYLINDER SLEEVES

YEAR	MODELS	No. Cyl.	Cyl. Dia.	Sleeve	Wall Thickness	Length
1929–34	Pass. Cars: 1929-33, AC, AD, AE, BA, CA Master 1933-34, CC, DC, Standard; Trucks: 1929-33, AC, AD, AE, BB, CB, ½ Ton; LQ, LR, LS, LT, M, N, O, 1½ Ton	6	3 5/16	SD-33	1/8	7 3/8 (Cut to Length)
1934–36	All Pass. Cars and Trucks	6	3 5/16	SD-38	3/32	7 17/32 (Cut to Length)
1937–48	All 3½" Dia. Pass. Cars and Trucks, 216 cu. in.	6	3 1/2	SD-53	3/32	7 1/8 (Cut to Length)
1941–48	All 3 9/16" Dia. Trucks, 1½ Ton, 100 HP, 235 cu. in.	6	3 9/16	SD-61	3/32	7 7/32 (Cut to Length)

VALVE ASSEMBLY & ROCKER ARM PARTS

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1928	Pass. Car, AB; Trucks, LO, LP, ½-1 Ton	4	V-528	V-528	None Used		VS-70	VS-70	VK-15
1929	Pass. Car, AC; Trucks, AC ½ Ton; LQ, 1½ Ton	6	V-620	V-620	G-130	G-130	VS-254	VS-254	VK-15
	ROCKER ARM SHAFT AND BUSHING ASSEMBLY VA-1 → Consists of two M-509 Shafts and twelve M-512 Bushings.								
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS → M-513 Rocker Arm Adjusting Screw. M-515 Adjusting Screw Nut. M-516 Rocker Arm Shaft Spring. M-519 Shaft Retainer Wire. M-520 Valve Spring Cap.								
1930–31	Pass. Car AD, AE; Trucks, AD, AE, ½ Ton; LR, LS, LT, M, 1½ Ton	6	V-712	V-698N	G-130	G-130	VS-254	VS-254	VK-15
	ROCKER ARM SHAFT AND BUSHING ASSEMBLY VA-1 → Consists of two M-509 Shafts and twelve M-512 Bushings.								
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS → M-513 Rocker Arm Adjusting Screw. M-515 Adjusting Screw Nut. M-516 Rocker Arm Shaft Spring. M-518 Rocker Arm Shaft Conical Tension Spring. M-519 Shaft Retainer Wire. M-520 Valve Spring Cap.								
1932	Pass. Car, BA; Trucks, BB ½ Ton; N, 1½ Ton	6	V-837	V-838N	G-130	G-130	VS-254	VS-254	VK-15
	ROCKER ARM SHAFT AND BUSHING ASSEMBLY VA-2 → Consists of two M-508 Shafts and twelve M-511 (.789" O.D.) Bushings. (See Note Following 1933 Listing.)								
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS → M-513 Rocker Arm Adjusting Screw. M-515 Adjusting Screw Nut. M-516 Rocker Arm Shaft Spring. M-518 Rocker Arm Shaft Conical Tension Spring. M-519 Shaft Retainer Wire. M-520 Valve Spring Cap.								
1933	Pass. Car, CA Master; CC Standard; Trucks, CB ½ Ton; O, 1½ Ton	6	V-898	V-899N	G-260	G-260	VS-254	VS-254	VK-15
	ROCKER ARM SHAFT AND BUSHING ASSEMBLY VA-2 → Consists of two M-508 Shafts and twleve M-511 (.789" O.D.) Bushings. (See Note.)								
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS → M-513 Rocker Arm Adjusting Screw. M-515 Adjusting Screw Nut. M-516 Rocker Arm Shaft Spring. M-518 Rocker Arm Shaft Conical Tension Spring. M-519 Shaft Retainer Wire. M-520 Valve Spring Cap.								

NOTE: Rocker Arms requiring .789" O.D. Bushings (M-511) were used in 1932 and early 1933 production. Arms used in late 1933 production and for service on all 1932-33 motors require .818" O.D. Bushings.

(Continued on next page)

for CHEVROLET CAR & TRUCK
VALVE ASSEMBLY & ROCKER ARM PARTS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1934	Pass. Car, DC Standard.....	6	V-898	V-899N	G-260	G-260	VS-269	VS-269	
					Valve Lifter Spring →		VS-268	VS-268	VK-15
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS				M-508 Rocker Arm Shaft. M-514 Rocker Arm Adjusting Screw. M-515 Adjusting Screw Nut. M-516 Rocker Arm Shaft Spring. M-518 Rocker Arm Shaft Conical Tension Spring. M-519 Shaft Retainer Wire. M-520 Valve Spring Cap.				
1934–36	Pass. Cars: DA, EA, ED, FA, FD, Master; EC, FC Standard. Trucks: DB, EB, FB, ½ Ton; P, Q, R, 1½ Ton.....								
	For all 1934 and Early 1935. (Slotted Valves; Key Type Keepers).....	6	V-947	V-948N	G-341 and M-524	G-277	VS-334R	VS-334R	VK-118
					Valve Lifter Spring →		VS-268	VS-268	
	For Late 1935 and All 1936. (Grooved Valves; Split Type Keepers.....	6	V-1184-S Super Valve with Stellite Face.						
			V-1180 and VK-138	V-1141N and VK-138	G-341 and M-524	G-291	VS-334R	VS-334R	VK-138
					Valve Lifter Spring →		VS-268	VS-268	
	☛ NOTE—IMPORTANT: VALVE KEEPER VK-138 MUST BE USED with Valves V-1184-S, V-1180 and V-1141N in 1935-36 Motors. EXHAUST GUIDE G-341 AND LOWER SPRING SEAT M-524 MUST BE USED with Valves V-1184-S or V-1180 in 1935-36 Motors or original Exhaust Guides must be cut off flush with Exhaust Ports. LOWER SPRING SEAT M-524 MUST ALWAYS BE USED with Exhaust Guide G-341 in 1934-36 Motors.								
	ROCKER ARM SHAFT AND BUSHING ASSEMBLY VA-3 → Consists of two M-507 Shafts and twelve M-510 Bushings.								
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS				M-514 Rocker Arm Adjusting Screw. M-515 Adjusting Screw Nut. M-516 Rocker Arm Shaft Spring. M-518 Rocker Arm Shaft Conical Tension Spring. M-519 Shaft Retainer Wire. M-521 Valve Spring Cap for Key Type Keeper VK-118. M-522 Valve Spring Cap-Exhaust (Octagon) for Split Type Keeper VK-138. M-523 Valve Spring Cap-Intake (Round) for split Type Keeper VK-138.				
1937	Pass. Car, GA DeLuxe Master; GB Master. Trucks: GB Sedan Delivery, GC, GD, GE, S, ½-1½ Ton	6	V-1184-S Super Valve with Stellite Face.						
			V-1180 See Note	V-1141N	G-341	G-331	VS-334R	VS-334R	
					Valve Lifter Spring →		VS-268	VS-268	VK-138
	☛ NOTE—IMPORTANT: EXHAUST GUIDE G-341 MUST BE USED with Valves V-1184-S and V-1180 in 1937 Motors or original Exhaust Guides must be cut off flush with Exhaust Ports.								
	ROCKER ARM SHAFT AND BUSHING ASSEMBLY VA-4 → Consists of two M-506 Shafts and twelve M-510 Bushings.								
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS				M-514 Rocker Arm Adjusting Screw. M-515 Adjusting Screw Nut. M-517 Rocker Arm Shaft Spring. M-518 Rocker Arm Shaft Conical Tension Spring. M-519 Shaft Retainer Wire. M-522 Valve Spring Cap—Exhaust (Octagon). M-523 Valve Spring Cap—Intake (Round). M-524 Valve Spring Seat—Exhaust and Intake.				

(Continued on next page)

for CHEVROLET CAR & TRUCK
VALVE ASSEMBLY & ROCKER ARM PARTS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1938–40	Pass. Cars: HA, JA, KH Master DeLuxe; KA Special DeLuxe; HB, JB, KB, Master. Trucks: HB, JB, KB, KH, Sedan Delivery HC, JC, KC, HD, JD, KD, HE, JE, KE, KF, T, V, W, ½-1½ Ton.....	6	V-1184-S Super Valve with Eatonite Face.						
			V-1180	V-1141N	G-341	G-331	VS-334R	VS-334R	VK-138
	ROCKER ARM SHAFT AND BUSHING ASSEMBLY VA-4 → for 1938-39. Consists of two M-506 Shafts and twelve M-510 Bushings.								
	VA-5 → for 1940. Consists of two M-505 Shafts and twelve M-510 Bushings.								
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS				M-514 Rocker Arm Adjusting Screw. M-515 Adjusting Screw Nut. M-517 Rocker Arm Shaft Spring. M-518 Rocker Arm Shaft Conical Tension Spring. M-519 Shaft Retainer Wire. M-522 Valve Spring Cap—Exhaust (Octagon.) M-523 Valve Spring Cap—Intake (Round.) M-524 Valve Spring Seat—Exhaust and Intake.				
1941–47	All Pass. Cars and Trucks, 3½" Bore, 216 Eng. and 3 9/16" Bore, 235 Eng...	6	V-1310-S Super Valve with Eatonite Face.						
			V-1308	V-1309N	G-386	G-387	VS-334R	VS-334R	VK-138
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS				M-505 Rocker Arm Shaft. M-514 Rocker Arm Adjusting Screw. M-515 Adjusting Screw Nut. M-517 Rocker Arm Shaft Spring. M-518 Rocker Arm Shaft Conical Tension Spring. M-519 Shaft Retainer Wire. M-522 Valve Spring Cap—Exhaust (Octagon.) M-523 Valve Spring Cap—Intake (Round.) M-524 Valve Spring Seat — Exhaust and Intake.				
	☛ NOTE: V-1365 and V-1366N (2 groove stem) can be used in place of V-1308 and V-1309N (1 groove stem) if M-678 Seal and M-679 Cap are also used.								
1948	All Pass. Cars and Trucks, 3½" Bore, 216 Engine and 3 9/16" Bore, 235 Engine.....	6	V-1389-S Super Valve with Eatonite Face.						
			V-1365	V-1366N	G-386	G-387	VS-334R	VS-334R	VK-138
							Valve Stem Oil Seal →		M-678
							Valve Spring Cap →		M-679
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS				M-505 Rocker Arm Shaft. M-514 Rocker Arm Adjusting Nut. M-515 Adjusting Screw Nut. M-517 Rocker Arm Shaft Spring. M-518 Rocker Arm Shaft Tension Spring. M-519 Shaft Retainer Wire. M-524 Valve Spring Seat—Exhaust and Intake.				

for CHEVROLET CAR & TRUCK
MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1929–31	Pass. Cars: AC, AD, AE. Trucks, AC, AD, AE, ½ Ton; LQ, LR, LS, LT, M, 1-1½ Ton	6	....	....	1966	See Note	2164	See Note	1968	See Note	....	....	.....
	Bearing Shims	....	B-1000 1/8 B-1635.008		B-2947 1/32		B-1002 1/32		B-2949 1/32		....	....	.....
			MB-4 → Con. Rod Bolt; MB-7 Con. Rod Bolt Nut.										
			☛ 1966, 1968, and 2164, are available .020 and .060 Undersize. These are Bronze Back Babbitt Lines Bearings.										
1932	Pass. Car: BA. Trucks, BB, ½ Ton; N, 1½ Ton	6	....	....	2444	See Note	2445	See Note	2446	See Note	....	....	.....
	Bearing Shims	....	B-1706 1/32 B-2466.006		B-1670 1/32		B-1671 1/32		B-1672 1/32		....	....	.....
			MB-4 → Con. Rod Bolt; MB-7 Con. Rod Bolt Nut										
1933–36	Pass. Cars: CA, DA, EA, ED, FA, FD, Master; CC, DC, EC, FC, Standard. Trucks: CB, DB, EB, FB, ½ Ton; O, P, Q, R, 1½ Ton	6	....	....	2444	See Note	2490	See Note	2446	See Note	....	....	.....
	Bearing Shims	....	B-1706 1/32 B-2466.006		B-1670 1/32		B-1671 1/32		B-1672 1/32		....	....	.....
			MB-5 → Con. Rod Bolt; MB-7 Con. Rod Bolt Nut.										
	Camshaft Bearings	....	....	....	....	....	MB-21 See Note		MB-22 See Note		....	....	.....
			☛ 2444, 2445, 2446, and 2490 are available .020, and .060 undersize.										
			☛ MB-22 is for 1935-36 motors only. MB-21 and MB-22 are Precision, Split Type, Camshaft Bearings, which require no reaming for standard size Camshafts. Also available semi-finished with approximately .010 reaming stock.										
1937–39	Pass. Cars: GA, HA, JA, Master De-Luxe; GB, HB, JB, Master. Trucks: GB, HB, JB, Sedan Delivery; GC, HC, JC, GD, HD, JD, GE, HE, JE, S, T, V, ½-1½ Ton	6	....	....	2875	See Note	2876	See Note	2877	See Note	2878	See Note	3
	Bearing Shims	....	B-1706 1/32 B-2466.006		B-2159 1/32		B-2160 1/32		B-2161 1/32		B-2160 1/32		3
			MB-6 → Con. Rod Bolt for 1937-38; MB-7 → Con. Rod Bolt Nut.										
	Camshaft Bearings	....	....	....	MB-23 See Note		MB-24 See Note		MB-26 See Note		MB-25 See Note		3
1940–47	All Pass. Cars and Trucks, 3 1/2" Bore, 216 Engine and 3 9/16" Bore, 235 Engine	6	....	....	2875	See Note	2876	See Note	2994	See Note	2878	See Note	3
	Bearing Shims	....	B-1706 1/32 B-2466.006		B-2159 1/32		B-2160 1/32		B-2641 1/32		B-2160 1/32		3
	Camshaft Bearings	....	....	....	MB-23 See Note		MB-24 See Note		MB-26 See Note		MB-25 See Note		3
			☛ 2875, 2876, 2877, 2878 and 2994 are available .002, .010, .020, .030 and .060 undersize.										
			☛ MB-23, MB-24, MB-25 and MB-26 are Precision, Split Type Camshaft Bearings, which require no reaming for Standard size Camshafts. Also available semi-finished with approximately .010 reaming stock.										
1948	All Pass. Cars and Trucks, 3 1/2" Bore, 216 Engine and 3 9/16" Bore, 235 Engine	6	....	....	3528	See Note	3529	See Note	3531	See Note	3530	See Note	3
			☛ 3528, 3529, 3530 and 3531 are available .002, .010, .020, .030, and .060 undersize.										

★The suffix "B" indicates the shim is Babbitt Tipped; "U" Aluminum Shims.
Dimension following Shim Stock Number indicates thickness of Shim.

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for CHEVROLET CAR & TRUCK
WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1929–34	Pass. Cars: AC, AD, AE, BA, DA, Master; Trucks: AC, AD, AE, BA, BB, CB, DB, ½-Ton; LQ, LR, LS, LT, M, N, O, P 1½ Ton	6	PC-3 (1)	PA-114	PK-2 Pump Packing PY-10 Pulley (1932-34 only)
1933–34	Pass. Cars: CC, DC Standard	6		PA-115	PY-10 Pulley PK-2 Pump Packing
1935	Pass. Cars: EA, ED Master; EC Standard; Trucks: EB, ½ Ton; Q 1½ Ton	6	PC-10 (2)	PA-120	PK-2 Pump Packing
1936	Pass. Cars: FA, FD Master; FC Standard; Trucks: FB, ½ Ton; R, 1½ Ton	6	PC-14 (2)	PA-136	PK-2 Pump Packing
1937	Pass. Cars: GA, Master DeLuxe; GB, Master; Trucks: GB Sedan Delivery; GC, GE, S ½-1½ Ton	6			
	Ball Bearing Type Service Pump		PC-33 (2)	PA-220	MA-6
	For Original Bronze Bushing Type Pump			PA-150	MA-5
	Model GA: Fan (15¾" Diam.)				M-382
	Model GB and All Trucks: Fan (16¼" Dia.)				M-383
					M-216 Fan Screw and Washer
					M-203 Oil Wick
1938	Pass. Cars: HA, Master DeLuxe; HB, Master; Trucks: HB, Sedan Delivery; HC, HD, HE, T, ½-1½ Ton	6			
	Ball Bearing Type Service Pump		PC-33 (2)	PA-220	MA-6
	When PC-33 is used to replace either of the Original Pumps, also install Fan M-382 for Model HA, Master DeLuxe or Fan M-383 for Models HB, Master and All Trucks.				
	For Original Bronze Bushing Type Pump			PA-180	MA-5
	For Original Ball Bearing Type Pump			PA-204	MA-6
	Model HA: Fan (15¾" Dia.)				M-213
	Model HB and All Trucks: Fan (16¾" Dia.)				M-214
					M-216 Fan Screw and Washer
1939–40	Pass. Cars: JA, KH, Master DeLuxe; KA, Special DeLuxe; JB, KB, Master; Trucks: JB, KB, KH, Sedan Delivery, JC, KC, JD, KD, JE, KE, KF, V, W, ½-1½ Ton	6			
	Ball Bearing Type Service Pump		PC-33 (2)	PA-220	MA-6
	Models JA, KA, KN: Fan (15¾" Dia.)				M-382
	Models JB, KB: Fan (16¼" Dia.)				M-383
					M-216 Fan Screw and Washer
1941–46	Trucks: G4103-5-12YP-12YQ-13-52-62-63-65-74; G7105-6-7-13-16-17-23-27-28-33-43	6	PC-48	PA-290	MA-43
1941–48	All Pass. Cars and Trucks except Series "G" Trucks, 3½" Bore, 216 Engine and 3 9/16" Bore, 235 Engine	6	PC-43 (2)	PA-275	MA-43
	Models AG, BG, AH, BH: Fan (15¾" Dia.)				M-382
	Models AG, BG, AH, BH: Fan (16¼" Dia.)				M-383
					M-216 Fan Screw and Washer

(1) Without Pulley. (2) With Pulley.

for CHEVROLET
INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number
103387	2⅛x1¼ Cotter Pin
115093	⅜" Lock Washer
115109	}
180016	} M-216
117072	MB-7
120369	⅜-24 Nut
124929	M-515
335285	3 11/16x3/16 C
342422	3 11/16 .020x3/16 C
344650	MB-3
345538	PN-2
346894	V-528
348654	3 11/16x5/32 C
348679	VS-70
348965	G-130
348965	G-260
353298	PK-2
353298 (2)	}
836111	} PK-102
355936	M-519
361625	3 11/16 .020x5/32 C
362477	W-9025 .003
362478	W-9025 .005
362479	W-9025 .010
362897	WB-1754
363835	3 5/16 .020x5/32 O
364322	B-1706
364322	B-2466
364398	VS-254
364912	VS-254
378138	LR-50
473671	M-285
598311	PS-211
598313	PL-191
598524	M-212
599199	M-400
599209	LR-75
600885	G-277
601108	PC-3
601302	P-1125X .040
601303	P-1125X .030
601304	P-1125X .020
601305	P-1125X .010
601306	P-1125X .003
601371	G-291
601442	3 5/16x3/16 O
601505	3 5/16 .005x3/16 O
601506	3 5/16 .010x3/16 O
601507	3 5/16 .015x3/16 O
601508	3 5/16 .020x3/16 O
601806	G-331
602018	3 5/16 .005x⅛ C
602019	3 5/16 .010x⅛ C
602020	3 5/16 .015x⅛ C
602021	3 5/16 .020x⅛ C
602022	3 5/16 .030x⅛ C
602023	3 5/16 .040x⅛ C
602136	3 5/16x5/32 C
602137	3 5/16 .005x5/32 C
602138	3 5/16 .010x5/32 C
602139	3 5/16 .015x5/32 C
602140	3 5/16 .020x5/32 C
602284	P-1184X .003
602285	P-1184X .010
602286	P-1184X .020
602287	P-1184X .030
602288	P-1184X .040
602299	3½ .005x⅛ C
602300	3½ .010x⅛ C
602301	3½ .015x⅛ C
602302	3½ .020x⅛ C
602303	3½ .030x⅛ C
602304	3½ .040x⅛ C
602305	3½x3/16 O
602310	3½x3/16 O
602311	3½ .005x3/16 O
602312	3½ .010x3/16 O
602313	3½ .015x3/16 O
602314	3½ .020x3/16 O
602316	3½ .040x3/16 O
602318	WB-1913
602319	W-9322 .003
602320	W-9322 .005
602321	W-9322 .010
602325	B-2159
602326	B-2160
602697	P-1184X
602806	P-1204X
602807	P-1204X .003
602808	P-1204X .010
602809	P-1204X .020
602810	P-1204X .030
602811	P-1204X .040
602978	G-341
603189	PB-272 .001
603190	PB-273 .001
603743	PA-114
603744	PA-120
603745	PA-136
603936	1966 Std.
603937	2164 Std.
603938	1968 Std.
603939	2444 Std.
603940	2445 Std.
603941	2490 Std.
603942	2446 Std.
603943	2875 Std.
603944	2876 Std.
603945	2877 Std.
603946	2878 Std.
604026	3 5/16 .030x3/16 O
604027	3 5/16 .040x3/16 O
604028	3½ .030x3/16 O
604029	3½ .040x3/16 O
604265	3 5/16x5/32 O
604266	3 5/16 .005x5/32 O
604267	3 5/16 .010x5/32 O
604268	3 5/16 .020x5/32 O
604269	3 5/16 .030x5/32 O
604359	2994
604375	B-2641
605230	G-387
605231	G-386
605260	P-1260X Std.
605261	P-1260X .003
605262	P-1260X .010
605263	P-1260X .020
605264	P-1260X .030
605265	P-1260X .040
605276	P-1261X Std.
605278	P-1261X .010
605279	P-1261X .020
605280	P-1261X .030
605281	P-1261X .040
605474	P-1263X Std.
605489	P-1263X .003
605490	P-1263X .010
605491	P-1263X .020
605492	P-1263X .030
605493	P-1263X .040
605504	3 9/16 .005x3/16 O
605505	3 9/16 .010x3/16 O
605506	3 9/16 .015x3/16 O
605507	3 9/16 .020x3/16 O
605508	3 9/16 .030x3/16 O
605509	3 9/16 .040x3/16 O
605510	3 9/16 .005x⅛ C
605511	3 9/16 .010x⅛ C
605512	3 9/16 .015x⅛ C
605513	3 9/16 .020x⅛ C
605514	3 9/16 .030x⅛ C
605515	3 9/16 .040x⅛ C
607331	No. 636 Std.
607332	No. 636 .005
607335	No. 636 .020
607336	No. 636 .030
607337	No. 636 .040
608201	No. 1505 Std.
608202	No. 1505 .020
608203	No. 1505 .030
608204	No. 1505 .040
608205	No. 1636 Std.
608206	No. 1636 .020
608207	No. 1636 .030
608208	No. 1636 .040
608212	No. 505 Std.
608214	No. 505 .020
608215	No. 505 .030
608216	No. 505 .040
608497	V-1308
608638	V-1180
609008	P-1184X .003
609014	P-1260X .005
609015	P-1261X .005
835526	M-284
835558	M-509
835561	PB-7
835565	PN-4
835583	V-620
835627	W-9025 Std.
835664	M-513
835668	M-512
835703	PH-3
835818	PA-5
836075	PC-14
836076	PH-14
836077	PA-135
836080	M-301
836111	M-55
836117	M-520
836120	VK-15
836185	WB-1754
836282	V-698N
836304	MB-4
836519	V-712
836803	V-837
836804	V-838N
836815	M-508
836830	3 5/16x5/32 O
836935	MB-5
836943	PH-3
836962	V-899N
836963	V-898
837034	PB-80
837039	MB-20
837115	MB-21
837193	PB-7
837249	M-507
837253	M-518
837254	M-516
837271	W-9025
837316	V-948N
837317	V-947
837321	VS-268
837328	VK-118
837365	VS-266
837386	M-514
837418	M-621
837501	VS-269
837546	M-521
837601	P-1125X Std.
837604	PA-119
837608	PC-10
837609	PH-10
837624	M-523
837626	MB-22
837628	M-294
837801	M-522
837872	PY-10
837893	M-294
838002	3 5/16x⅛ C
838029	VK-138
838123	MB-23
838124	MB-24
838125	MB-25
838126	MB-26
838137	M-302
838141	PB-256
838150	M-303
838244	M-506
838247	M-517
838273	PA-148
838277	M-382
838279	M-383
838283	MB-7
838407	W-9322 Std.
838437	V-1141N
838468	PB-255
838480	P-1184X Std.
838539	M-524
838543	3½x⅛ C
838593	M-203
838717	V-1180
838758	PB-272
828759	PB-273
838760	M-328
838761	PA-181
838805	M-19
838816	M-271
838822	}
598314	} M-270
838830	MB-6
838846	MB-23
838847	MB-24
838848	MB-25
838849	MB-26
838904	PY-14
838933	M-213
838936	M-214
839304	VS-334R
839367	M-523
839412	V-1308
839467	PC-43
839469	M-584
839470	M-583
839504	V-1309N
839592	M-505
839607	3 9/16x⅛ Std. C
2034302	M-273
2136335	M-522
3653937	M-70
3660562	3 9/16x3/16 O
3688836	3528
3688837	3529
3688838	3530
3688839	3531
3835318	V-1365
3835319	V-1366N
3847295	No. 505 .005

"C"—Compression Ring; "O"—Oil Ring; "Std."—Standard.

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PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1925–28	58, 50, 52	4	3 5/8	8–1/8	4–1/8 4–5/32	L273	4273		573
1928–30	Imperial 80L	6	3 5/8	18–1/8	12–1/8	L492	4492		792
1930	66, CJ, 70 to Car P-116-SE	6	3 1/8	12–1/8	6–1/8 6–5/32	L212	4212		512
1930	70 after Car P-116-SE; 77	6	3 3/8	12–1/8	6–1/8 6–5/32	L372	4372		672
1931–32	CM, CI (For Early Type Pistons)	6	3 1/4	12–1/8	12–5/32	L207	4207	1507	507
				Chrome Rebore-Rebuild Set C4207					
1931–32	CM, CI (For Late Type Pistons)	6	3 1/4	6–3/32 6–1/8	12–5/32	L327	4327	1627	627
1934	CA, CB to Engine CA-8924	6	3 3/8	12–1/8	6–1/8 6–3/16	L250	4250		550
1934–41	All Eight Cylinder Models	8	3 1/4	16–1/8	16–5/32	L216	4216	1516	516
1934–41	All Six Cylinder American Models and Canadian Models C25 up to Eng. No. C4066 and after Eng. No. C4146	6	3 3/8	12–1/8	12–5/32	L215	4215	1515	515
				Chrome Rebore-Rebuild Set C4215					
1940–41	Canadian Models: C25 from Eng. No. C4066 to C4146; C28	6	3 3/8	6–3/32 6–1/8	12–5/32	L337	4337	1637	637
				Chrome Rebore-Rebuild Set C4337					
1942–48	Royal, Windsor, Town & Country, C34S, C34W, C38S, C38W; Industrial Engines 7 (T-118), 8 (T-120)	6	3 7/16	12–3/32	12–5/32	L347	4347	1647	647
				Chrome Rebore-Rebuild Set C4347					
1942–46	Industrial Engines 5 (T-112), 6 (T-116)	6	3 1/4	12–3/32	12–5/32	L339	4339	1639	639
				Chrome Rebore-Rebuild Set C4339					
1942–48	New Yorker, Saratoga, Town & Country, C36K, C36N, C39N; Crown Imperial C37; Industrial Engine 9 (C-36)	8	3 1/4	16–3/32	16–5/32	L369	4369	1669	669
				Chrome Rebore-Rebuild Set C4369					
1946–48	Chrysler Diesels, Ind. 10 (T-126), Ind. 11 (T-124)	6	3 3/4	6–3/32 12–1/8	6–1/4	L2571	42571		12571
.....	Industrial Engine 5, (T112). For Optional Tractor Cast Iron Piston	6	3 1/4	18–1/8	6–3/16	L2633	42633		12633

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1934–41	All Models with 3 3/8" Motor, 6 cyl. (also Canadian Models)	T-Slot U-Slot T-Slot—U-Slot	3 3/8	PX-33 PX-31 PX-10*
1934–48	1934-41 All Models with 3 1/4" Motor, 8 cyl.; 1942-46 Industrial Engine, T-112, T-116, 6 cyl.	T-Slot U-Slot	3 1/4	PX-24 PX-23

Numbers marked with an Asterisk (*) are U-Type Expanders, others all Shell Type.

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PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1925–28	58, 50, 52	4	3 5/8	2–1/8	1–1/8 1–5/32	P-33AX	W-7070	Osc.	.....
	☛P-33AX is an Aluminum Split Skirt Original Type Piston.								
1930	70 after Car P-116-SE; 77	6	3 3/8	2–1/8	1–1/8 1–5/32	P-66NX	W-066N	LR-4	WB-1571
				2–1/8	1–1/8 1–5/32	P-961X	W-066N	LR-4	WB-1571
	☛P-66NX is a Narrow Strut Nelson Bohnalite Original Type Piston. P-961X is a Gray Iron Optional Piston.								
1931	CD after Engine CD-11533	8	3 1/8	2–1/8	1–1/8 1–5/32	.....	W-9170	LR-4	WB-1824

CYLINDER SIZE INFORMATION

Not all Chrysler engines built since 1933 had standard size cylinders. The original cylinder size is indicated by the letters "A", "B" and "AB" immediately following the engine number. The letters in the circular pads at each end of the engine number pad are NOT part of the engine number and do NOT indicate cylinder size.

All 1934 engines with "A" or without any letter immediately following the engine number, originally had standard size cylinders, while those with "B" or "AB" immediately following the engine number originally had .020 oversize cylinders.

All engines built since 1934 with "B" or without any letter immediately following the engine number, originally had standard size cylinders. The letters "A" or "AB" immediately following the engine number indicate that the original cyclinder diameter was .020 oversize.

1933–41	Royal CT; Airflow CU, C1, C9, C17; Airflow Imperial CV, C2, C10; Airflow Custom Imperial C3, C11, C15; Airstream CZ, C8; Imperial CQ, C14, C19; Custom Imperial C20, C24; Imperial, New Yorker, Saratoga, Traveler C23, C26, C30K, C30N; Crown Imperial C27, C33; Industrial Engine C15, C30, 8 cyl.	8	3 1/4	2–1/8	2–5/32	See Note	W-9226	LR-4	WB-1824
	☛NOTE: To replace Pistons use P-215ARX in complete sets (8).								
1934	CA, CB, to Engine CA-8924	6	3 3/8	2–1/8	1–1/8 1–3/16	See Note	W-066N	LR-4	WB-1824
	☛NOTE: To replace Pistons use P-214AX in complete sets (6).								
1934–41	CA, CB, after Engine CA-8924; Airstream C6, C7; Royal, Windsor C16, C18, C22; C25, C25S, C28S, C28W	6	3 3/8	2–1/8	2–5/32	P-214AX	W-066N	LR-4	WB-1824
	☛P-214AX is a U-Slot Cam Ground Original Type Piston, and is supplied tin plated when furnished in finished size.								
1942–48	Royal, Windsor, C34S, C34W, C38S, C38W; Industrial Engines 7, T-118, 8, T-120	6	3 7/16	2–3/32	2–5/32	P-339AX	W-066N	LR-4	WB-1824
	☛P-339AX is a Replacement Piston for U-Slot type Pistons.								
1942–46	Industrial Engine 5, T-112, 6, T-116	6	3 1/4	2–3/32	2–5/32	P-171NTX	W-9226	LR-4	WB-1824
				2–3/32	2–5/32	P-337AX	W-9226	LR-4	WB-1824
	☛P-171NTX and P-337AX are supplied tin plated in finished size. P-171NTX is a Cam Ground Autothermic Nelson Bohnalite Original Type Piston. P-337AX is a Cam Ground U-Slot Original Type Piston. Both Types used as Original Equipment.								
1942–48	New Yorker, Saratoga, C36K, C36N, C39; Crown Imperial C37, C40; Industrial Engine 9, C36, 12, C30	8	3 1/4	2–3/32	2–5/32	P-215ARX	W-9226	LR-4	WB-1824
	☛P-215ARX is a U-Slot Cam Ground Original Type Piston.								

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OVERSIZE SERVICE
PISTONS

"S" type semi-finished pistons, turned to .035 oversize are to be used for finishing pistons from standard to and including .020 oversize.

"OS" type semi-finished pistons:

Stock No.	Supplied Semi-Finished	Will Finish
P-214AX "OS"	.075 O.S.	.025 to .060 oversize
P-207ARX "OS"	.100 O.S.	.025 to .085 oversize
P-337AX "OS"	.125 O.S.	.025 to .110 oversize
P-339AX "OS"	.125 O.S.	.025 to .110 oversize

PINS

W-066N, W-9170 and W-9226-Std.-1½-3-5-10 -15-20 thousandths oversize.

DRY CYLINDER SLEEVES

YEAR	MODELS	No. Cyl.	Cyl. Dia.	Sleeve	Wall Thickness	Length
1934–41	CA, CB; Airstream C6, C7; Royal, Windsor C16, C18, C22; C25, C25S, C28S, C28W	6	3–⅜	SD-60	3/32	8⅛" (Cut to Length)

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1934–35	CA, CB, Airstream C6	6	V-906	V-907N	G-293	G-293	VS-341	VS-341	VK-84
1934–37	Airflow CU; Airstream CZ, C8; Imperial C14	8	V-1143	V-959N	G-293	G-293	VS-341	VS-341	VK-84
1934–38	Airflow C1, C9, C17; Airflow Imperial CV, C2, C10; Airflow Custom Imperial C3, C11, C15; Imperial C19; Custom Imperial C20; Industrial Engine C15	8	V-1144	V-963N	G-293	G-293	VS-341	VS-341	VK-84
1936	Airstream C7	6	V-1040	V-1041N	G-293	G-293	VS-341	VS-341	VK-84
1937–41	Royal, Windsor C16, C18, C22, C25, C25S, C28S, C28W	6	V-1151-S Super Valve with Eatonite Face V-1145	V-1142N	G-254	G-254	VS-348	VS-348	VK-84
1939	Imperial, New Yorker, Saratoga, C23; Custom Imperial C24	8	V-1209	V-1210N	G-293	G-293	VS-341	VS-341	VK-84
1940–45	Traveler, New Yorker, Saratoga, C26, C30K, C30N, C36K, C36N; Crown Imperial C27, C33, C37; Industrial Engine 9, C30, 8, C36	8	V-1209	V-1210N	G-371	G-372	VS-341	VS-341	VK-84
1942–48	Royal, Windsor C34S, C34W; Industrial Engines 7, T-118, 8, T-120	6	V-1151-S Super Valve with Eatonite Face V-1145	V-1333N	G-254	G-254	VS-348	VS-348	VK-84
1942–47	Industrial Engine 5, T-112, 6, T-116	6	V-1334	V-1335N	G-254	G-254	VS-348	VS-348	VK-84
1946–48	New Yorker, Saratoga, C39K, C39N	8	V-1362	V-1361N	.....	.....	VS-348	VS-348	VK-84

for CHRYSLER

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
	★Not all Chrysler Eight Engines built since 1932 and Chrysler Six Engines built since 1933 were originally equipped with standard size Bearings. The original Bearing size is indicated by the letters A, B, and AB when they immediately follow the Engine number. The letters in the circular pads at each end of the engine number pad are NOT part of the engine number and do NOT indicate Bearing size. Standard size Bearings were originally used in all engines with "A" or without any letter immediately following the engine number. Engine numbers followed by "B" or "AB" indicate .010 undersize Rod and Main Bearings.												
1930–33	CJ, CM, CI, CO	6	....	....	2045.060†		2046.060†		2047.060†		2046.060†		3
	MB-9→Con. Rod Bolt; MB-10 Con. Rod Bolt Nut.												
1932–33	CP; Royal CT; Imperial CQ	8	2615	See Note									
	MB-13→Con. Rod Bolt; MB-10 Con. Rod Bolt Nut.												
1934–36	CA, CB, Airstream C6, C7; Marine MIM, CAM	6	2530	See Note	2531	See Note	2532	See Note	2533	See Note	2532	See Note	3
	MB-13→Con. Rod Bolt; MB-10 Con. Rod Bolt Nut.												
	☛2530 Babbitt Lined is available .002, .010, .020, .030 and .060 undersize. 2531, 2532, and 2533, are available .002, .010, .020 and .060 undersize.												
1934–48	Airflow CU, C1, C9, C17; Airflow Imperial CV, C2, C10; Airflow Custom Imperial C3, C11, C15; Airstream CZ, C8; Imperial, New Yorker, Saratoga C14, C19, C23; Custom and Crown Imperial C20, C24, C27, C33, C37; Traveler, New Yorker, Saratoga, C26, C30K, C30N, C36K, C36N, C39K, C39N, C40; Industrial Engines C15, C30, 9, C36	8	2615	See Note	2616	See Note	2617	See Note	2618	See Note	2619	See Note	2–4
	MB-9→Con. Rod Bolt (For model "CZ" only); MB-13 Con. Rod Bolt (For all 1934-38 models except "CZ"); MB-10 Con. Rod Bolt Nut.												
	Camshaft Bearings for 1939-46 models only	....	....	....	MB-32 See Note		MB-34 See Note		MB-36 See Note		MB-33 MB-35 See Note		2 4
	☛2615 is available .001, .002, .010, .020, and .060 undersize. 2616, 2617, 2618, and 2619 are available .001, .002, .020, and .060 undersize. MB-32, MB-33, MB-34, MB-35, and MB-36 are precision type camshaft Bearings.												
1937–48	Royal, Windsor C16, C18, C22, C25, C25S, C28S, C28W, C34S, C38S, C34W, C38S, C38W; Industrial Engines 7, T-118, 8, T-120	6	2879-S→Complete Set (6 Pair) Babbitt Lined Con. Rod Bearings Available Std., .001, and .002 undersize.										
			2879 2960	See Note	2880	See Note	2880	See Note	2881	See Note	2880	See Note	
	MB-13→Con. Rod Bolt for 1937; MB-10 Con. Rod Bolt Nut for 1937.												
	Camshaft Bearings	....	....	....	MB-17 MB-17SF See Note		MB-27 MB-30 See Note		MB-28 MB-31 See Note		....	....	.....
	☛2879 Babbitt Lined is available .001, .002, .010, .020, .030, and .060 undersize. 2960 Copper Alloy Super Bearing is available .001, .002, .010, .020 and .050 undersize. 2880 and 2881 are available .001, .002, .010, .020, .030, and .060 undersize. MB-17, MB-27 and MB-28 are Precision Type, Camshaft Bearings and are furnished in finished or standard size only. MB-17SF, MB-30 and MB-31 are Ream Type Camshaft Bearings.												

★Bearings marked † are supplied only in Undersize and NOT in Standard Size.

(Continued on next page)

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MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
1942–45	Industrial Engines 5, T-112, 6, T-116	6	2568-S→Complete Set (6 Pair) Babbitt Lined Con. Rod Bearings. Available Std., .001 and .002 undersize.										
			2568	See Note	2569	See Note	2570	See Note	2571	See Note	2570	See Note	3
	Camshaft Bearings	....	....	....	MB-17 See Note		MB-18 See Note		MB-19 See Note		....	....	.....

☛ 2568 Babbitt Lined is available with .001, .002, .003, .005, .010, .020, .030, and .060 U.S. I.D. with Std. O.D., or with Std., .002, .010, and .060 U.S. I.D. with .005 O.S. O.D.

2569, 2570, and 2571 Babbitt Lined are available, .001, .002, .010, .020, .030, and .060 undersize.

MB-17, MB-18, and MB-19 are Precision, Split Type, Camshaft Bearings, which require no reaming for standard size Camshafts. Also available semi-finished with approximately .010 reaming stock.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1934–37	CA, CB; Airstream C6, 6 cyl.; Airstream C8 after Serial No. 6713887; Imperial C14; Airflow Custom Imperial C15 to Serial No. 7804950; Industrial C15, 8 cyl.	6–8	.....	PA-117(1)	..... PY-17 Pulley M-201 Pulley Hub M-31 Hub Pin
1935–37	Airstream CZ, C8 to Serial No. 6713887; Airflow Custom Imperial C15 after Serial No. 7804950	8	.....	PA-117(1)	.....
1934–37	Airflow CW, C1, C9, C17; Airflow Imperial CV, C2, C10; Airflow Custom Imperial C3, C11	8	.....	PA-129	.....
1936–48	Airstream C7; Royal, Windsor C16, C18, C22, C25, C25S, C28S, C28W, C34S, C38S, C34W, C38W; Industrial Engines 5, T-112, 6, T-116	6	PC-11	PA-117	MA-10 PY-17 Pulley M-201 Pulley Hub
1938–48	Imperial, New Yorker, Saratoga, Traveler, C19, C23, C26, C30K, C30N, C36K, C36N; Custom and Crown Imperial C20, C24, C27, C33, C37, C40; Industrial Engines C30, 9, C36	8	.....	PA-190	MA-11
	All Models except C20: Steel Pulley	...	.....	.....	PY-17 M-492 Pulley Hub
1942–46	New Yorker, Saratoga, C39N, C39K; Industrial Engines 7, T-118, 8, T-120	6	PC-41R	PA-285	MA-18 M-492 Pulley Hub

NOTE: (1) Also use M-299 Cover Gasket and M-300 To-Block Gasket.

MOTOR PARTS

for CHRYSLER, DESOTO, DODGE, DODGE TRUCK & PLYMOUTH

INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number
7554	1264
15558	3 7/16x1/8C Std.
30321	W-7070 Std.
36658	W-066N Std.
36767	P-66N Std.
37213	G-66
40527	MB-8
40846–7	2045
40848–9	2045 .010
40850–1	2046
40853	2046 .010
40854	2047
40856–7	2047
50488	G-73
51019	M-293
53939	W-8021 Std.
70089	3 1/2 .025 x 1/8 O
73075	W-7070 .003
73083	W-7070 .005
73173	W-7070 .008
73917	3 1/2x5/32C Std.
75068	3 1/2 .010x5/32C
75070	3 1/2 .020x5/32C
75074	3 1/2 .030x5/32C
76332	3 1/4x1/8
77345	MB-10
106749	M-3
106750	M-6
110417	M-287
112018	M-60
112031	M-32
112032	M-32
117906	M-31
127812	M-31
136301	M-31
142508	M-34
200114	WB-1571
200407	W-9226
200434	LR-4
200898	VK-31
203741	W-066N .003
203745	W-9226 .003
203828	3 1/4 .045x1/8C
208472	W-9170 .005
208473	W-9170 .008
208483	W-9226 .003
208485	W-9226 .008
210065	M-19
210067	PN-2
212119	P-66N .050
212120	P-66N .060
212148	P-66N .010
212149	P-66N .015
212150	P-66N .030
212151	P-66N .040
212214	P-66N S. F.
302560	W-066N .008
302568	P-66N .021
303656	P-66N .020
306425	VK-14
306921	3 1/2 .060x5/32C
306935	3 1/2 .025x5/32C
306936	3 1/2 .040x5/32C
306937	3 1/2 .050x5/32C
306942	P-66N .010
306957	P-66N .015
308070	3 .010x1/8O
308072	3 .020x1/8O
308115	3 5/8 .010x9/64O
308117	3 5/8 .020x9/64O
308119	3 5/8 .030 x 9/64 O
308120	3 5/8 .040x9/64O
308121	3 5/8 .050x9/64O
308122	3 5/8 .060x9/64O
308123	3x1/8 O Std.
308125	3 1/4x1/8 O Std.
308126	3 3/8x1/8 O Std.
308128	3 5/8x9/64O Std.
308129	3 5/8x1/8 O Std.
308131	3 5/8 .010x1/8O
308133	3 5/8 .020x1/8O
308135	3 5/8 .030x1/8O
308136	3 5/8 .040x1/8O
308137	3 5/8 .050x1/8O
308138	3 5/8 .060x1/8O
309620	VS-140
311021	2 7/8x1/8O Std.
313957	PN-3
314723	M-501
318606	3 1/8x5/32O Std.
318608	3 1/8 .010x5/32O
318610	3 1/8 .020x5/32O
318612	3 1/8 .030x5/32O
318613	3 1/8 .040x5/32O
318614	3 1/8 .050x5/32O
318615	3 1/8 .060x5/32O
318630	W-9170 Std.
318893	WB-1824
320031	W-9226 Std.
320051	3 1/4x5/32O Std.
320053	3 1/4 .010x5/32O
320055	3 1/4 .020x5/32O
320057	3 1/4 .030x5/32O
320058	3 1/4 .040x5/32O
320059	3 1/4 .050x5/32O
320060	3 1/4 .060x5/32O
320075	2 7/8x5/32 O Std.
320925	2 7/8 .010 x 5/32 O
320927	2 7/8 .020x5/32O
320929	2 7/8 .030x5/32O
320930	2 7/8 .040x5/32O
320931	2 7/8 .050x5/32O
320932	2 7/8 .060x5/32O
322018	3x5/32O Std.
322020	3 .010x5/32O
322022	3 .020x5/32O
322300	3 1/8x1/8O Std.
322302	3 1/8 .010x1/8O
322304	3 1/8 .020x1/8O
322306	3 1/8 .030x1/8O
322307	3 1/8 .040x1/8O
322308	3 1/8 .050x1/8O
322309	3 1/8 .060x1/8O
324268	MB-13
324837	V-773
375697	PH-4
375700	M-286
375701	M-20
376780	P-33A Std.
376781	P-33A .010
376782	P-33A .015
376784	P-33A .030
376785	P-33A .040
376786	P-33A .050
376787	P-33A .060
376788	3 5/8x5/32O Std.
376790	3 5/8 .010x5/32O
376792	3 5/8 .020x5/32O
376794	3 5/8 .030x5/32O
376795	3 5/8 .040x5/32O
376796	3 5/8 .050x5/32O
376797	3 5/8 .060x5/32O
376840	P-33A S. F.
376841	P-33A S. F.
377308	G-114 Exh.
377308	G-115 Int.
379000	P-33A .003
379001	P-33A .005
379002	P-33A .021
379003	P-33A .023
379004	P-33A .025
381875	VK-87
383935	2580
383937	2580 .010
385411	2615 Std.
385412	2615 .010
395920	V-906
395921	V-907N
395924	V-998
395925	V-999N
395931	VK-84
412023	SS-109
436658	W-066N Std.
436767	P-66N Std.
436773	P-66N .020
436776	P-66N .035
436778	P-66N .045
442331	V-314
510332	M-104
564532	PA-107
564536	M-346
564538	M-345
564542	M-344
571001	M-471
571004	M-474
600736	2507 Std.
600741	2507 .010
600746	G-254
600794	PC-5
600799	M-288
600800	M-289
600802	PB-186
600803	PB-187
600804	M-52
600807	M-23
600808	M-23
600809	M-23
600810	M-23
600811	LR-44
601258	V-891N
603062	PA-89
605767	M-299
606324	2507 10 I.D.—5 O.D.
612489	2580 .020
612897	2580 .040
614716–7	2519
614718–9	2520
614722–3	2519 .010
614948–9	2520 .010
616209	2507 Std. I.D. & .005 O.D.
617904–5	2569 Std.
617906–7	2569 .010
617914	2571 .010
673899	2571 .010
617930	MB-9
618780	2530
618783	2530 .010
620704	PA-105
620708	PB-208
621006	3 3/8x3/16O Std.
621292	3 3/8 .010x3/16O
621294	3 3/8 .020x3/16O
621296	3 3/8 .030x3/16O
621297	3 3/8 .040x3/16O
621321	V-959N
622407	M-231
622767	PC-8
622768	PH-8
622772	M-292
623624	2619 Std.
623626–7	2619 .010
623652	V-963
625118–9	M-246
625348	3 1/2x3/16O Std.
625350	3 1/2 .010x3/16O
625351	3 1/2 .015x3/16O
625352	3 1/2 .020x3/16O
625353	3 1/2 .025x3/16O
625354	3 1/2 .030x3/16O
625355	3 1/2 .040x3/16O
626322	M-300
626582	VS-110
626584	VS-132
626585	US-247
632032	M-110
632465	MB-17
632466	MB-18
632467	MB-19
633732	PC-11
633733	M-201
633734	PY-17
634836–37	2616 Std.
634838–9	2616 .010
634840–41	2619 Std.
634842	2619 .010
634844–45	2617 Std.
634846	2617 .010
634848–49	2618 Std.
634850–51	2618 .010
634852–3	2531 Std.
634854–5	2531 .010
634856	2532 Std.
634858–9	2532 .010
634860–1	2533 Std.
634862–3	2533 .010
637439	M-290
637440	M-291
642449	MB-11
644071	2759
644110	G-293
644892-3	2530 Std.
644893	2530 .010
645500	2759 .010
649836	V-1040
649837	V-1041N
649859–60	2915 Std.
655082	2 7/8x3/32C Std.
655084	2 7/8 .005x3/32C
655084	2 7/8 .010x3/32C
655086	2 7/8 .015x3/32C
655086	2 7/8 .020x3/32C
655088	2 7/8 .025x3/32C

(Continued on next page)

PRINTED IN U.S.A.

for CHRYSLER, DESOTO, DODGE, DODGE TRUCK & PLYMOUTH

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
655088	2⅞ .030x3/32C
655089	2⅞ .040x3/32C
655090	2⅞ .050x3/32C
655091	2⅞ .060x3/32C
655094	3x⅛C Std.
655096	3 .005x⅛C
655096	3 .010x⅛C
655100	3 .025x⅛C
655100	3 .030x⅛C
655103	3 .060x⅛C
655106	3¼x⅛C Std.
655108	3¼ .005x⅛C
655108	3¼ .010x⅛C
655110	3¼ .015x⅛C
655110	3¼ .020x⅛C
655112	3¼ .025x⅛C
655112	3¼ .030x⅛C
655113	3¼ .040x⅛C
655114	3¼ .050x⅛C
655115	3¼ .060x⅛C
655119	3⅛x⅛C Std.
655121	3⅛ .005x⅛C
655121	3⅛ .010x⅛C
655123	3⅛ .015x⅛C
655123	3⅛ .020x⅛C
655125	3⅛ .025x⅛C
655125	3⅛ .030x⅛C
655126	3⅛ .040x⅛C
655127	3⅛ .050x⅛C
655128	3⅛ .060x⅛C
655132	3⅜x⅛C Std.
655134	3⅜ .005x⅛C
655134	3⅜ .010x⅛C
655136	3⅜ .020x⅛C
655138	3⅜ .025x⅛C
655138	3⅜ .030x⅛C
655139	3⅜ .040x⅛C
655140	3⅜ .050x⅛C
655141	3⅜ .060x⅛C
655152	3⅝x⅛C Std.
655154	3⅝ .010x⅛C
655156	3⅝ .020x⅛C
655158	3⅝ .030x⅛C
655159	3⅝ .040x⅛C
655160	3⅝ .050x⅛C
655161	3⅝ .060x⅛C
655162	3¾x⅛C Std.
655164	3¾ .010x⅛C
655166	3¾ .020x⅛C
655168	3¾ .030x⅛C
655169	3¾ .040x⅛C
655170	3¾ .050x⅛C
655171	3¾ .060x⅛C
655423	M-278
655429	PA-139
655431	PB-231
655432	M-490
658309	M-525
658659	3⅜x5/32O Std.
658661	3⅜ .005x5/32O
658661	3⅜ .010x5/32O
658663	3⅜ .015x5/32O
658663	3⅜ .020x5/32O
658665	3⅜ .025x5/32O
658665	3⅜ .030x5/32O
658666	3⅜ .040x5/32O
658667	3⅜ .050x5/32O
658668	3⅜ .060x5/32O
660343–4	2519 .002
661072–3	2520 .002
665686	V-1142N
665786	MB-27
665787	MB-28
666584	P-214A Std.
666585	P-214A .003
666586	P-214A .005
666587	P-214A .010
666588	P-214A .015
666589	P-214A .020
666590	P-214A .023
666591	P-214A .025
666592	P-214A .030
666593	P-214A .040
666594	P-214A .050
666595	P-214A .060
666596	P-214A S. F.
666597	P-214A S. F.
666599	P-215A Std.
666600	P-215A .003
666601	P-215A .005
666602	P-215A .010
666603	P-215A .015
666604	P-215A .020
666606	P-215A .025
666607	P-215A .030
666608	P-215A .040
666609	P-215A .050
666610	P-215A .060
666611	P-215A S. F.
666612	P-215A S. F.
666765–6	2519 .012
666767–68	2520 .012
666773	2507 2 I.D.—5 O.D.
667475	P-339AX
667477	P-339AX .005
667480	P-339AX .020
667483	P-339AX .030
667484	P-339AX .060
667487	P-339AX S.F.
667488	P-339AX S.F.
667557	3 7/16x5/32 Std. O
667559	3 7/16 .010x5/32O
667561	3 7/16 .020x5/32O
667563	3 7/16 .030x5/32O
667564	3 7/16 .040x5/32O
667565	3 7/16 .050x5/32O
667566	3 7/16 .060x5/32O
667612	V-1145
668553	V-1145
670247	2926
670249	WB-1940
670260	W-9384 Std.
670312	P-317N S. F.
670313	P-317N S. F.
670340	M-353
670348	P-317N Std.
670349	P-317N .003
670350	P-317N .005
670351	P-317N .010
670352	P-317N .015
670353	P-317N .020
670354	P-317N .023
670355	P-317N .025
670356	P-317N .030
670357	P-317N .040
670358	P-317N .050
670359	P-317N .060
670360	M-355
670506	V-1143
670507	V-1144
671762	W-9170 Std.
673901	2881 Std.
673902	2881 .010
674969	2926 .010
674971, 681450, 674972	2927 .010
681454, 674973	2927 .020
681456	2927 .040
674974	2930 .010
674975	2930 .020
674976	2930 .040
674977–80	2928 .010
674978–81	2928 .020
674979–82	2928 .040
674983, 681451	2929 .010
674984, 681455, 674985, 681457	2929 .020
675143	M-491
675598	2880
675599	2880 .010
676229	M-354
676234	PL-190
676237	M-23
676238	PS-209
676240	M-492
676564	M-338
677237–8	2569 .012
677239–40	2570 .012
677241–42	2571 .012
677244	2880 .002
677245	2880 .012
677246	2881 .002
677247	2881 .012
677488–9	2616 .002
677490–91	2616 .012
677493	2619 .002
677494–95	2619 .012
677497	2617 .002
677498–99	2617 .012
677501	2618 .002
677502–03	2618 .012
677504	2615 .002
677505	2615 .012
677506, 681448, 677507, 681452	2927 .012
677508	2930 .002
677509	2930 .012
677511	2928 .002
677512–13	2928 .012
677514, 681449, 677515, 681453	2929 .012
677520	2926 .020
677521	2926 .040
677522	2926 .002
677523	2926 .012
678006	3¾x3/16O Std.
678008	3¾ .005x3/16O
678010	3¾ .020x3/16O
678012	3¾ .025x3/16O
678012	3¾ .030x3/16O
678013	3¾ .040x3/16O
678014	3¾ .050x3/16O
678015	3¾ .060x3/16O
678630	M-339
680781	No. 506 Std.
680782	No. 506—.010
680783	No. 506—.020
680784	No. 506—.030
680785	No. 506—.040
680786	No. 506—.050
680787	No. 506—.060
681299–300	2927
681301	2930
681302–3	2928
681304–5	2929
681448, 677506, 681449, 677514, 681450, 674971	2927 .002
681451, 674983, 681452, 677507, 681453, 677515, 681454, 674972, 681455, 674984, 681456, 674973	2927 .020
681457, 674985	2929 .040
681451, 674983, 681452, 677507, 681453, 677515, 681454, 674972, 681455, 674984, 681456, 674973	2929 .010
681457, 674985	2929 .040
683418	3⅛x⅛C Std.
683420	3⅛ .010x⅛C
683422	3⅛ .015x⅛C
683424	3⅛ .025x⅛C
683425	3⅛ .040x⅛C
683426	3⅛ .050x⅛C
683427	3⅛ .060x⅛C
684251	M-337
684254	PL-189
684256	PS-208
684264	VS-362
684265	VS-361
685647	VS-341
686928	V-890
689232	3¼x⅛C Std.
689234	3¼ .010x⅛C
689236	3¼ .020x⅛C
689238	3¼ .030x⅛C
689239	3¼ .040x⅛C
689240	3¼ .050x⅛C
689241	3¼ .060x⅛C
689242	3⅜x⅛C Std.
689244	3⅜ .010x⅛C
689246	3⅜ .020x⅛C
689248	3⅜ .030x⅛C
689249	3⅜ .040x⅛C
689250	3⅜ .050x⅛C
689251	3⅜ .060x⅛C
692576	V-1209
695447	PA-208

(Continued on next page)

for CHRYSLER, DESOTO, DODGE, DODGE TRUCK & PLYMOUTH
INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
695799	W-9226 Std.
695800	W-066N Std.
698437	P-355AX
699191	VS-341
699552	3¾x⅛ Std. C
780111	W-9384 .003
780112	W-9384 .005
780113	W-9384 .008
780451	No. 507—Std.
780452	No. 507—.010
780453	No. 507—.020
780454	No. 507—.030
780455	No. 507—.040
780456	No. 507—.050
780457	No. 507—.060
780482	PA-117
780483	PA-129
780484	PA-128
830053	W-066N .003
830747	No. 512—Std.
830748	No. 512—.010
830749	No. 512—.020
830750	No. 512—.030
830751	No. 512—.040
830752	No. 512—.050
830753	No. 512—.060
830754	No. 515—Std.
830755	No. 515—.010
830756	No. 515—.020
830757	No. 515—.030
830758	No. 515—.040
830759	No. 515—.050
830760	No. 515—.060
830761	No. 516—Std.
830762	No. 516—.010
830763	No. 516—.020
830764	No. 516—.030
830765	No. 516—.040
830766	No. 516—.050
830767	No. 516—.060
852225	3¾ .010x⅛ C
852227	3¾ .020x⅛ C
852229	3¾ .030x⅛ C
852230	3¾ .040x⅛ C
852231	3¾ .050x⅛ C
852232	3¾ .060x⅛ C
852233	3¾x⅛ Std. C
852235	3¾ .010x⅛ C
852237	3¾ .020x⅛ C
852239	3¾ .030x⅛ C
852240	3¾ .040x⅛ C
852241	3¾ .050x⅛ C
852242	3¾ .060x⅛ C
852746	3¾x3/16 Std. O
852755	V-1210N
852756	G-371
852757	G-372
853417	3¾ .010x3/16 O
853419	3¾ .020x3/16 O
853421	3¾ .030x3/16 O
853422	3¾ .040x3/16 O
853423	3¾ .050x3/16 O
853933	3¾ .010x⅛ C
853935	3¾ .020x⅛ C
853937	3¾ .030x⅛ C
853938	3¾ .040x⅛ C
853939	3¾ .050x⅛ C
853940	3¾ .060x⅛ C
853976	V-1209
854078	M-473
856037	VS-348
857528	M-478
859288	W-9170 .003
859289	W-9170 .010
859488	2926 Std.
859489	2926 .002
859490	2926 .010
859538	M-600
860634	2879 Std.
860635	2879 .002
860636	2879 .010
860637	2879 .012
860638	2568 Std.
860639	2568 .002
860640	2568 .010
860641	2568 .012
860642–6	2569 Std.
860643–7	2569 .002
860644–8	2569 .010
860645–9	2569 .012
860663	2615 Std.
860664	2615 .002
860665	2615 .010
860666	2615 .012
862080–1	2519 Std.
862082	2520 Std.
862084–5	2915 Std.
862086–7	2519 .002
862088	2520 .002
862090–1	2915 .002
862092–3	2519 .010
862094	2520 .010
862096–7	2915 .010
862098–9	2519 .012
862100	2520 .012
862102–3	2915 .012
863242	2507 Std.
863243	2507 .002
863244	2507 .010
863245	2507 .012
863246	2507 10 I.D.—5 O.D.
863247	2507 12 I.D.—5 O.D.
863654	2880 Std.
863655	2880 .002
863656	2880 .010
863657	2880 .012
863658	2881 Std.
863659	2881 .002
863660	2881 .010
863661	2881 .012
863662	2615 Std.
863663	2615 .002
863664	2615 .010
863665	2615 .012
863666	2879 Std.
863667	2879 .002
863668	2879 .010
863669	2879 .012
863670	2568 Std.
863671	2568 .002
863672	2568 .010
863673	2568 .012
863674–5	2569 Std.
863676–7	2570 Std.
863678–9	2571 Std.
863680–1	2569 .002
863682–3	2570 .002
863684–5	2571 .002
863686–7	2569 .010
863688–9	2570 .010
863690–1	2571 .010
863692–3	2569 .012
863694–5	2570 .012
863696–7	2571 .012
864245	2568 .001
864246	2615 .001
864247	2879 .001
864248	2507 .001
865137–38	2616 Std.
865139–40	2619 Std.
865141	2617 Std.
865143–44	2618 Std.
865145–46	2616 .002
865147–48	2619 .002
865149–50	2617 .002
865151–52	2618 .002
865440–41	2616 .010
865442–43	2619 .010
865444–45	2617 .010
865446–47	2618 .010
865448–49	2616 .012
865450–51	2619 .012
865452–53	2617 .012
865454–55	2618 .012
865491	PH-11
865492	PB-186
866280	P-207AR Std.
866281	P-207AR .003
866282	P-207AR .005
866283	P-207AR .010
866284	P-207AR .015
866285	P-207AR .020
866286	P-207AR .023
866287	P-207AR .025
866288	P-207AR .030
866289	P-207AR .040
866290	P-207AR .050
866291	P-207AR .060
866348	3¼x3/32 Std. C
866349	3¼ .010x3/32 C
866350	3¼ .020x3/32 C
866351	3¼ .030x3/32 C
866352	3¼ .040x3/32 C
866353	3¼ .050x3/32 C
866354	3¼ .060x3/32 C
866355	3¼x3/32 Std. C
866356	3¼ .010x3/32 C
866357	3¼ .020x3/32 C
866358	3¼ .030x3/32 C
866359	3¼ .040x3/32 C
866360	3¼ .050x3/32 C
866361	3¼ .060x3/32 C
866376	3⅛x3/32 Std. C
866376	3⅛ .003x3/32 C
866377	3⅛ .005x3/32 C
866377	3⅛ .010x3/32 C
866378	3⅛ .015x3/32 C
866378	3⅛ .020x3/32 C
866379	3⅛ .025x3/32 C
866379	3⅛ .030x3/32 C
866380	3⅛ .040x3/32 C
866381	3⅛ .050x3/32 C
866382	3⅛ .060x3/32 C
866391	M-599
867409	M-23
867764	P-207AR S. F.
867765	P-207AR S. F.
868886	V-1335N
868887	V-1334
869034	PC-41R
869035	PH-41
869037	PS-232
869449	VS-348
870048	V-1333N
870151	PC-41R
870655–6	2519 .001
870657	2520 .001
870658	2915 .001
870665	2880 Std.
870666	2880 .001
870667	2880 .002
870668	2880 .010
870676	2880 .001
870677	2881 .001
870754	2569 .001
870756	2570 .001
870757–8	2571 .001
871152	3 7/16x3/32 Std.C
871153	3 7/16 .010x3/32C
871154	3 7/16 .020x3/32C
871155	3 7/16 .030x3/32C
871156	3 7/16 .040x3/32C
871157	3 7/16 .050x3/32C
871158	3 7/16 .060x3/32C
871191–92	2616 .001
871193	2619 .001
871194	2617 .001
871195–6	2618 .001
891422	2507S .001
891491	PA-190
891492	PA-197
891493	PA-199
891494	PA-202
898938	No. 4212—Std.
898939	No. 4212—.015
898940	No. 4212—.030
898941	No. 4212—.030
898942	No. 4212—.045
898943	No. 4212—.060
898944	No. 4206—Std.
898945	No. 4206—.015
898946	No. 4206—.030
898947	No. 4206—.030
898948	No. 4206—.045
898949	No. 4206—.060
898950	No. 4207—Std.
898951	No. 4207—.015
898952	No. 4207—.030
898953	No. 4207—.030
898954	No. 4207—.045
898955	No. 4207—.060
898956	No. 4215—Std.
898957	No. 4215—.015
898958	No. 4215—.030
898959	No. 4215—.030
898960	No. 4215—.045
898961	No. 4215—.060
898962	No. 4216
898963	No. 4216 .015
898964	No. 4216 .030
898965	No. 4216 .030
898966	No. 4216 .045
898967	No. 4216 .060
898974	No. 1506—Std.
898975	No. 1506—.015
898976	No. 1506—.030

(Continued on next page)

for CHRYSLER, DESOTO, DODGE, DODGE TRUCK & PLYMOUTH

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
898977	No. 1506—.030
898978	No. 1506—.045
898979	No. 1506—.060
898980	No. 1507—Std.
898981	No. 1507—.015
898982	No. 1507—.030
898983	No. 1507—.030
898984	No. 1507—.045
898985	No. 1507—.060
898986	No. 1515—Std.
898987	No. 1515—.015
898988	No. 1515—.030
898989	No. 1515—.030
898990	No. 1515—.045
898991	No. 1515—.060
898992	No. 1516—Std.
898993	No. 1516—.015
898994	No. 1516—.030
898995	No. 1516—.030
898996	No. 1516—.045
898997	No. 1516—.060
910912	No. 4332—Std.
910913	No. 4332—.015
910914	No. 4332—.030
910915	No. 4332—.030
910916	No. 4332—.045
910917	No. 4332—.060
910918	No. 4327—Std.
910919	No. 4327—.015
910920	No. 4327—.030
910921	No. 4327—.030
910922	No. 4327—.045
910923	No. 4327—.060
910924	No. 1632—Std.
910925	No. 1632—.015
910926	No. 1632—.030
910927	No. 1632—.030
910928	No. 1632—.045
910929	No. 1632—.060
910930	No. 1627—Std.
910931	No. 1627—.015
910932	No. 1627—.030
910933	No. 1627—.030
910934	No. 1627—.045
910935	No. 1627—.060
910936	No. 632—Std.
910937	No. 632—.010
910938	No. 632—.020
910939	No. 632—.030
910940	No. 632—.040
910941	No. 632—.050
910942	No. 632—.060
910943	No. 627—Std.
910944	No. 627—.010
910945	No. 627—.020
910946	No. 627—.030
910947	No. 627—.040
910948	No. 627—.050
910949	No. 627—.060
939794	M-110
939795	M-218
947533	PA-285
947540	PC-41R
947544	PC-11
951290	PC-41R
951291	2568S Std.
951292	2568S .001
951293	2879S Std.
951294	2879S .001
951295	2568S
951296	2568S .001
951335	PS-232
954157	WB-1824
954261	V-1145
954262	V-1209
954302	V-1334
954800	P-337AX
954802	P-337AX .005
954805	P-337AX .020
954808	P-337AX .030
954809	P-337AX .040
954811	P-337AX .060
954812	P-337AX S.F.
954813	P-337AX S.F.
955239–40	2616 Std.
955241	2619 Std.
955242	2617 .001
955243–44	2618 Std.
955245–46	2616 .001
955247	2619 .001
955304	2617 .001
955305–06	2618 .001
955307–08	2616 .002
955309	2619 .002
955310	2617 .002
955311–12	2618 .002
955313–14	2616 .010
955315	2619 .010
955316	2617 .010
955317–18	2618 .010
955319–20	2616 .012
955321	2619 .012
955322	2617 .012
955323–4	2618 .012
956209	3¼x3/32 Std.C
956210	3¼ .010x3/32C
956211	3¼ .020x3/32C
956212	3¼ .030x3/32C
956213	3¼ .040x3/32C
956214	3¼ .050x3/32C
956215	3¼ .060x3/32C
956284	2879 Std.
956285	2879 .001
956286	2879 .002
956287	2879 .010
956288	2879 .012
956298	P-215ARX
957644	2880 Std.
957645	2880 .001
957646	2880 .002
957647	2880 .010
957648	2880 .012
957649	2881 Std.
957650	2881 .001
957651	2881 .002
957652	2881 .010
957653	2881 .012
957941	2615 Std.
957942	2615 .001
957943	2615 .002
957944	2615 .010
957945	2615 .012
958944	2568 Std.
958945	2568 .001
958946	2568 .002
958947	2568 .010
958948	2568 .012
959966–71	2569 Std.
959967–72	2569 .001
959968–73	2569 .002
959969–74	2569 .010
959970–75	2569 .012
959976	2570 Std.
959977	2570 .001
959978	2570 .002
959979	2570 .010
959980	2570 .012
959981–86	2571 Std.
959982–87	2571 .001
959983–88	2571 .002
959984–89	2571 .010
959985–90	2571 .012
959986–81	2571 Std.
959987–82	2571 .001
959988–83	2571 .002
959989–84	2571 .010
959990–85	2571 .012
974072	P-339A
986430	No. 4339—Std.
986431	No. 4339—.015
986432	No. 4339—.030
986433	No. 4339—.030
986434	No. 4339—.045
986435	No. 4339—.060
986436	No. 4347—Std.
986437	No. 4347—.015
986438	No. 4347—.030
986439	No. 4347—.030
986440	No. 4347—.045
986441	No. 4347—.060
986442	No. 4369
986443	No. 4369 .015
986444	No. 4369 .030
986445	No. 4369 .030
986446	No. 4369 .045
986447	No. 4369 .060
986448	No. 1639—Std.
986449	No. 1639—.015
986450	No. 1639—.030
986451	No. 1639—.030
986452	No. 1639—.045
986453	No. 1639—.060
986454	No. 1647—Std.
986455	No. 1647—.015
986456	No. 1647—.030
986457	No. 1647—.030
986458	No. 1647—.045
986459	No. 1647—.060
986460	No. 1669
986461	No. 1669 .015
986462	No. 1669 .030
986463	No. 1669 .030
986464	No. 1669 .045
986465	No. 1669 .060
986869	No. 639—Std.
986870	No. 639—.010
986871	No. 639—.020
986872	No. 639—.030
986873	No. 639—.040
986874	No. 639—.050
986875	No. 639—.060
986876	No. 647—Std.
986877	No. 647—.010
986878	No. 647—.020
986879	No. 647—.030
986880	No. 647—.040
986881	No. 647—.050
986882	No. 647—.060
986883	No. 669—Std.
986884	No. 669—.010
986885	No. 669—.020
986886	No. 669—.030
986887	No. 669—.040
986888	No. 669—.050
986889	No. 669—.060
986892	P-171NTX Std.
986893	P-171NTX .003
986894	P-171NTX .010
986895	P-171NTX .020
986896	P-171NTX .023
986897	P-171NTX .060
986898	P-171NTX S. F.
986899	P-171NTX S. F.
986900	P-337AX Std.
986901	P-337AX .003
986902	P-337AX .010
986903	P-337AX .020
986904	P-337AX .023
986905	P-337AX .060
986906	P-337AX S. F.
986907	P-337AX S. F.
992559	2879S Std.
992560	2879S .001
996408	PA-117
1067027	V-1145
1067744	V-1145
1115260	V-1361N
1115261	V-1362
1121481	P-337AX S.F.
1121482	P-337AX S.F.
1121672	P-339AX S.F.
1121673	P-339AX S.F.
1305013	M-631

PRINTED IN U.S.A.

for **CLARK**

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
.....	Utilitruc (Cont. F6209)	6	3 3/16	18–1/8	6–3/16	L1480	5480		2480
				18–1/8	6–1/4	L1481	5481		2481
				18–3/32	6–1/4	L857	4857		1857
.....	Carloader (Cont. F124)	4	3	12–1/8	4–1/4	L946	4946		1946

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
.....	Utilitruc (Cont. F6209)	6	3 3/16	3–3/32	1–1/4	P-222AX	W-9295	.....	WB-1877
				3–1/8	1–3/16	P-1240X	W-9374	.....	WB-1877
.....	Carloader (Cont. F124)	4	3	3–1/8	1–1/4	P-1239X	W-9137	.....	WB-1877

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
.....	Utilitruc (Cont. F6209)	6	V-1273	V-1274N	G-374	G-374	VS-262	VS-262	K-41
.....	Carloader (Cont. F124)	4	V-1273	V-1274N	G-374	G-374	VS-339	VS-339	VK-147

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
.....	Utilitruc (Cont. F6209)	6				.002		.002		.002		.002	
			2766	See		.020		.020		.020		.020	
			2767	Note	2691	.060	2692	.060	2693	.060	2692	.060	3
			☛2766, used in Rods 1-3-5, and 2767, used in Rods 2-4-6, are available .002, .010, .020 and .060 undersize.										
.....	Carloader (Cont. F124)	4				.002		.002		.002			
			2766	See		.020		.020		.020			
			2767	Note	2691	.060	2935	.060	2693	.060	....	....	.....
			☛2766, used in Rods 1-3, and 2767, used in Rods 2-4, are available .002, .010, .020 and .060 undersize.										

for CLETRAC TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1920–31	W, 12-20 K, 15-25, 20K, 20-25, 20, 20-27	4	4	12–1/4	4–1/4	L903	4903		1903
1928–36	40, 55 (Wisc. Z, ZT)	6	4 1/2	24–3/16	6–3/16	L1139	5139		2139
1931–43	15, 20, AG, E, EH, EHG, EG, EN, E31, E42 (Herc. OOC):	4	4						
	For 3-Ring Iron Pistons			8–3/16	4–3/16	L918	4918		1918
	For 4-Ring Iron & Aluminum Pistons			12–1/8	4–3/16	L802	4802		1802
1931–43	35, 40-30, CG (Herc. WXT):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1932–40	25, BG (Herc. JXC):	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1933–46	80, FG, FGC (Herc. HXE)	6	5 3/4	18–5/32	6–1/4				2305
1935	35 (Herc. WXC-3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1936–46	FD Diesel (Herc. DHXB)	6	5	24–1/8	12–1/4		5288		2288
1936–48	DD Diesel (Herc. DRXB)	6	4 3/8	24–1/8	12–1/4	L1298	5298		2298
1937–39	BD Diesel (Herc. DJXB)	6	3 1/2	24–1/8	12–3/16	L1290	5290		2290
1937–48	DG (Herc. RXC):	6	4 5/8						
	For Aluminum Pistons			24–1/8	6–3/16		4921		1921
	For Iron Pistons			18–3/16	6–3/16		5330		2330
1938–39	AD, ED, EHD (Diesel) (Buda 4DT196)	4	3 5/8	12–1/8	8–3/16	L1418	5418		2418
1939–48	AD (Diesel) (Herc. DOOC)	4	4	16–1/8	8–3/16	L1295	5295		2295
1939–40	AD2, ED2, EHD2, Diesel (Buda 4DT-212)	4	3 5/8	12–1/8	8–3/16	L1418	5418		2418
1939–40	General GG, HG (Herc. IXA3):	4	3	8–1/8	4–3/16	L833	4833		1833
1940–48	BD (Diesel) (Herc. DJXC)	6	3 3/4	24–1/8	12–3/16	L1292	5292		2292
1941–48	GG, HG (Herc. IXK-3)	4	3 1/8	8–1/8	4–3/16	L1317	5317		2317
1941–48	BG, BGS (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1944–48	AG, AG6 (Cont. F226)	6	3 5/16	18–1/8	6–1/4	L1055	5055		2055
1946–48	FDE (Herc. DFXE)	6	5 5/8	24–1/8	12–1/4				772

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1931–46	15 (1931-32); 20 (1933-36); E; EN, AG, EG, EH, EHG, E31, E42, E62, E68, E76 (1935-46)	4	4	Herc. OOC
1931–43	40-30, 35, CG	6	4 1/4	Herc. WXT
1932–40	25, BG	6	3 3/4	Herc. JXC
1933–46	80, FG, FGC	6	5 3/4	Herc. HXE
1936–46	FD Diesel	6	5	Herc. DHXB
1936–48	DD Diesel	6	4 3/8	Herc. DRXB
1937–48	DG	6	4 5/8	Herc. RXC
1939–48	AD Diesel	4	4	Herc. DOOC
1939–48	General GG; HG	4	3	Herc. IXA3
1940–48	BD Diesel	6	3 3/4	Herc. DJXC
1941–48	BG, 30G, BGS	6	4	Herc. JXD
1940–48	HG42, HG31, HG68	4	3 1/8	Herc. IXK-3
1944–48	AG, AG6	6	3 5/16	Cont. F226

for CLYDESDALE TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1935	50-HO (Diesel) (Wauk. VBKH)	4	4 1/2	12–1/8	4–1/4	L420	4420		720
1935	100-D (Diesel) (Wauk. 6D-100)	6	4 3/8	18–1/8	12–3/16	L448	4448		748
1935	30 (Herc. JXB)	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1935	50 (Herc. JXC):	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1935	60 (Herc. WXC-3)	6	4 1/4	18–3/16	6–3/16	L1348	5348		2348
1935–36	30-HO (Diesel) (Wauk. XBKH)	4	3 3/4	12–1/8	4–1/4	L432	4432		732
1935–36	30D, 1-1 1/2 Ton (Diesel) (Buda 4D-186)	4	3 5/8	16–1/8	8–3/16	L1416	5416		2416
1935–36	75D, 2 1/2-3 1/2 Ton (Diesel) (Herc. DJXC)	6	3 3/4	24–1/8	12–3/16	L1292	5292		2292
1935–36	90D, 4 Ton (Diesel) (Buda 6D-415)	6	4	18–1/8 6–3/16	12–3/16	L1422	5422		2422
1935–38	40D, 70D, 2-3 Ton (Diesel) (Herc. DJXB)	6	3 1/2	24–1/8	12–3/16	L1290	5290		2290
1935–38	100D, 125D, J100PD, 7-10 Ton (Diesel) (Herc. DRXB)	6	4 3/8	24–1/8	12–1/4	L1298	5298		2298
1935–36	105D, 5 Ton (Diesel) (Buda 6D-468)	6	4 1/4	12–1/8 12–3/16	12–3/16	L1424	5424		2424
1936	34D, 1 1/2 Ton (Diesel) (Buda 4D-196)	4	3 5/8	16–1/8	8–3/16	L1416	5416		2416
1936	74-HO (Diesel) (Wauk. 6BKH)	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1937–38	80, 2 1/4-4 Ton (Cont. E602):	6	4 1/8						
	For 4-Ring Pistons			18–3/16	6–1/4	L1473	5473		2473
	For 5-Ring Pistons			18–1/8	6–1/4 6–3/16	L390	4390		690
1937–38	300, 7 1/2-12 Ton (6 WH.) (Herc. HXC)	6	5 1/4	18–5/32	6–1/4		4919		1919
1937–38	34-D, 1 1/2 Ton (Diesel) (Buda 4LD196)	4	3 5/8	16–1/8	8–3/16	L1416	5416		2416
1937–38	70D, 75D, 2 1/2-3 Ton (Diesel) (Buda 6LD275)	6	3 1/2	18–1/8	12–3/16	L1426	5426		2426
1937–38	80D, 3-4 Ton (Diesel) (Buda 6LD315)	6	3 3/4	18–1/8	12–3/16	L877	4877		1877
				Chrome Rebore-Rebuild Set C4877					
1937–38	105, 5-7 Ton (Diesel) (Buda 6LD468)	6	4 1/4	18–1/8	12–3/16	L1026	5026		2026
1937–38	150D, 10-15T, 300D, 7 1/2-12 Ton (6WH.) (Diesel) (Buda 6LD691)	6	4 3/4	18–1/8	12–3/16		5025		2025
1937–38	90D, 4-6 Ton (Diesel) (Buda 6LD415)	6	4	18–1/8	12–3/16	L949	4949		1949

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1935–36	30D, 1-1 1/2T	4	3 3/8	Buda 4D-185
1935–38	40D, 70D, 2-3T	6	3 1/2	Herc. DJXB
1935–36	75D, 2 1/2-3 1/2T	6	3 3/4	Herc. DJXC
1935–36	90D, 4T	6	4	Buda 6D-415
1935–38	100D, 5-7T; 125D, J100PD, T-10T	6	4 3/8	Herc. DRXB
1935–36	105D, 5T	6	4 1/4	Buda 6D-468
1936	34D, 1 1/2T	4	3 5/8	Buda 4D-196
1937–38	80, 2 1/4-4T	6	4 1/8	Cont. E602
1937–38	300, 7 1/2-12T (6 wh.)	6	5 1/4	Herc. HXC
1937–38	70D, 75D, 2 1/2-3T	6	3 1/2	Buda 6LD275
1937–38	80D, 3-4T	6	3 3/4	Buda 6LD315
1937–38	90D, 4-6T	6	4	Buda 6LD415

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PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–46	E57, G57, E58, F200, 7-10 Ton (Sterling Petrel LT6):	6	5 1/4						
	For Pistons with 5/32" Oil Ring Grooves			18–5/32	6–5/32		42539		12539
	For Pistons with 1/4" Oil Ring Grooves			18–1/4	6–1/4		5202		2202
1932–46	E-52, G-53, 2-2 1/2 Ton (Buda K-393):	6	4 3/16						
	For Early Type Pistons			18–5/32	6–3/16	L1408	5408		2408
	For Late Type Pistons			18–1/8	6–1/4	L1409	5409		2409
1932–46	D-40XX, E53, G54, 3-5 Ton (Buda K-428):	6	4 3/8						
	For Iron Pistons with 3/16" Oil Ring Groove			18–3/16	6–3/16	L1357	5357		2357
	For Iron Pistons with 1/4" Oil Ring Groove			18–1/8	6–1/4	L1286	5286		2286
				Chrome Rebore-Rebuild Set C5286					
	For 3-Ring Iron Pistons			12–1/8	6–3/16	L1437	5437		2437
	For Iron Pistons with Two 3/16" Oil Ring Grooves			12–1/8	12–3/16	L1438	5438		2438
1932–38	E54, 4-5 Ton (Buda L468):	6	4 1/4						
	For Iron Pistons with One 3/16" Oil Ring Groove			18–3/16	6–3/16	L1412	5412		2412
	For Iron Pistons with One 1/4" Oil Ring Groove			18–1/8	6–1/4	L932	4932		1932
				Chrome Rebore-Rebuild Set C4932					
1932–46	E54, E55, E55S, G55, X-100, 4-6 Ton (Buda L-525):	6	4 1/2						
	For Iron Pistons with One 3/16" Oil Ring Groove			18–3/16	6–3/16	L1414	5414		2414
	For Iron Pistons with One 1/4" Oil Ring Groove			18–5/32	6–1/4	L386	4386		686
1938–46	A-68, E-56, G-56 (Buda GF-638)	6	4 3/4	18–1/4	6–1/4		5445		2445
1939–46	G-68 (Buda M-766)	6	5	18–1/8	12–1/4		5446		2446

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1932–46	E52, 2-2 1/2T	6	4 3/16	Buda K-393
1932–46	D-40XX, 3 1/2-5T; E53, 3-3 1/2T	6	4 3/8	Buda K-428

for CONDOR TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1932–35	CCV6 (Cont. 16-C)	6	3 3/8	12–1/8	6–1/8				
					6–5/32	L372	4372		672
1932–35	CE (Lyc. TS)	6	3 7/8	18–3/16	6–3/16				2006
1932–35	CB (Lyc. 4SL After Eng. 4SL-15624)	6	3 1/4	18–1/8	6–3/16	L293	4293		593
1932–35	CB (Lyc. 4SL to Eng. 4SL-15624)	6	3 1/4	12–1/8	12–1/8	L1010	5010		2010
1932–35	CC (Lyc. ASB)	6	3 5/8	12–1/8	12–3/16				1965
1932–35	CD (Lyc. ASD)	6	3 3/4	12–1/8					
				6–3/16	6–3/16				1966
1932–35	CEB (Cont. 20R):	6	4 1/8						
	To Engine 5381			18–3/16	6–1/4	L380	4380		680
	From Engine 5381 to 8000			6–3/16					
				12–5/32	6–1/4	L381	4381		681
	After Engine 8000			18–5/32	6–1/4	L382	4382		682
1936	A, (Herc. QXB)	6	3 1/4	18–1/8	6–3/16	L1326	5326		2326

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for CONDOR TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1936	B, C, (Herc. JXA)	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
1936	G, H (Herc. JXC):	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1936	D, E, F (Herc. JXB)	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1936	J, K (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1936–46	ACW, ACW-1, BCW, BCW-1, CCW, CCW-1, DZA-1, DZB-1, DZC-1 (Diesel) (Wauk. XBKH):	4	3 3/4						
	For Pistons with 1/8" Comp. Ring Grooves			12–1/8	4–1/4	L432	4432		732
	For Pistons with 3/16" Comp. Ring Grooves			12–3/16	4–1/4				781*
1936–46	CDW, CDW-1, CEW, CEW-1, DZE-1, DZF-1, DZG-1, DZH-1, DZJ-1, FCW-1, GCW-1 (Wauk. 6BKH)	6	3 3/4	18–1/8	6–3/16	L862	4862		1862

*Set No. 781 contains Keystone Rings for all grooves.

for CONTINENTAL MOTOR

PISTON RING SETS

1	A65 Power Unit	4	3 7/8	8–3/32	4–3/16	L2586	42586		12586
2	A6222, A6244, 25B; Industrial A244, F244; Power Unit PA-244:	6	3 7/16						
	For Iron and Aluminum Pistons with 3/16" Oil Ring Grooves			18–1/8	6–3/16	L241	4241		541
	For Iron Pistons with 1/4" Oil Ring Grooves			18–1/8	6–1/4	L1465	5465		2465
	For 5-Ring Aluminum Pistons			24–1/8	6–1/4	L1463	5463		2463
3	C143, C4143; PC143 Power Unit	4	3 3/8	12–1/8	4–3/16	L931	4931		1931
4	C400, J404:	4	3 3/8						
	For 3-Ring Pistons			8–1/8	4–3/16	L943	4943		1943
	For 4-Ring Pistons			12–1/8	4–3/16	L931	4931		1931
5	C600	6	3	12–1/8	6–3/16	L311	4311		611
6	CA6262	6	3 9/16	6–5/32	6–1/4				
				12–1/8	6–5/32	L388	4388		688
7	D6184, DS202, DS6184, DS6202; PD202 Power Unit:	6	3 1/8						
	For Pistons with 3/16" Oil Ring Grooves			18–1/8	6–3/16	L854	4854		1854
	For Pistons with 1/4" Oil Ring Grooves			18–1/8	6–1/4	L872	4872		1872
8	E600, E610, 29B; P651, PE288 Power Units:	6	3 11/16						
	For 3-Ring Pistons			12–3/16	6–3/16	L1471	5471		2471
	For 4-Ring Pistons			18–3/16	6–1/4	L1470	5470		2470
9	E601, E611, 31B; P658, PE318 Power Units	6	3 7/8	18–3/16	6–1/4	L1472	5472		2472
10	E602, E612, 32B; P669, PE361 Power Units:	6	4 1/8						
	For 4-Ring Pistons			18–3/16	6–1/4	L1473	5473		2473
	For 5-Ring Pistons			18–1/8	6–1/4 6–3/16	L390	4390		690
11	E603, E613, 37B; P671, PE383, 37B Power Units:	6	4 1/4						
	For Iron Pistons			18–3/16	6–1/4	L1474	5474		2474
	For Aluminum Pistons			18–5/32	6–1/4	L490	4490		790

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for CONTINENTAL MOTOR
PISTON RING SETS

(Continued from preceding page)

LINE NO.	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
12	C4113, F4124; Industrial F124; Power Unit LF124, PF124:	4	3						
	For Pistons with 1/4" Oil Ring Grooves			12–1/8	4–1/4	L946	4946		1946
	For Pistons with 3/16" Oil Ring Grooves			12–1/8	4–3/16	L1047	5047		2047
13	D6170, DS6170, F6170, F6186; Industrial F170, F186; Power Unit PF170:	6	3						
	For Pistons with 1/4" Oil Ring Grooves			18–1/8	6–1/4	L1477	5477		2477
	For Pistons with 3/16" Oil Ring Grooves			18–1/8	6–3/16	L938	4938		1938
14	F226, F6226, PF226:	6	3 5/16						
	For Iron Pistons			18–1/8	6–1/4	L1055	5055		2055
	For Alum. Pistons with 5/32" Oil Ring Grooves			12–3/32	12–5/32	L488	4488		788
	For Alum. Pistons with 1/4" Oil Ring Grooves			18–3/32	6–1/4	L2627	42627		
15	F4140; Industrial F140; Power Unit LF140, PF140:	4	3 3/16						
	For Pistons with 3/16" Oil Ring Grooves			12–1/8	4–3/16	L853	4853		1853
	For Pistons with 1/4" Oil Ring Grooves			12–1/8	4–1/4	L1479	5479		2479
16	F6190, F6209; Industrial F209; Power Unit PF209:	6	3 3/16						
	For Pistons with 3/16" Oil Ring Grooves			18–1/8	6–3/16	L1480	5480		2480
	For Pistons with 1/4" Oil Ring Grooves			18–1/8	6–1/4	L1481	5481		2481
17	F4162; Industrial F162; Power Unit LF162, PF162:	4	3 7/16						
	For 4-Ring Pistons with 3/16" Oil Ring Grooves			12–1/8	4–3/16	L881	4881		1881
	For 4-Ring Pistons with 1/4" Oil Ring Grooves			12–1/8	4–1/4	L1482	5482		2482
	For 5-Ring Pistons			16–1/8	4–1/4	L1483	5483		2483
	For Aluminum Pistons			12–3/32	4–1/4	L2588	42588		
18	D6199, F6199, D6218, F6218; Industrial F199, F218; Power Unit PF199, PF218:	6	3 1/4						
	For Pistons with 3/16" Oil Ring Grooves			18–1/8	6–3/16	L1326	5326		2326
	For Pistons with 1/4" Oil Ring Grooves			18–1/8	6–1/4	L1485	5485		2485
19	H1, H8, H9, W5, P12, P12A, P20, P20A, P415A Power Units	4	3 3/8	8–1/8	4–3/16	L943	4943		1943
20	H2; P11, P11A Power Unit	4	2 1/2	8–3/16	4–3/16	L1486	5486		2486
21	H15	4	4 3/4	8–3/16	4–3/16				
					4–1/4		5487		2487
22	H16	4	5	8–3/16	4–3/16				
					4–1/4		5369		2369
23	H17, H22	4	5 1/4	8–3/16	4–3/16				
					4–1/4		5489		2489
24	H23	4	5 1/2	12–3/16	4–1/4		5401		2401
25	H24	4	5 3/4	8–3/16	4–1/4				2376
26	H25	4	6	12–1/4	4–1/4				12547
27	H26	4	6 1/4	12–1/4	4–1/4				2493
28	H27	4	6 1/2	8–1/4	8–1/4				2494
29	H28, H400, HD401, HD402	4	6 3/4	8–1/4	8–1/4				2249
30	H260:	4	3 7/8						
	For 5-Ring Pistons			12–1/8	4–1/4				
					4–3/16	L2587	42587		
	For 4-Ring Pistons			12–1/8	4–1/4	L887	4887		1887
31	HD260	4	3 7/8	12–1/8					
				4–3/16	4–3/16	L2599	42599		
32	K6252, KS252	6	3 1/2	18–1/8	6–3/16	L1005	5005		2005

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for CONTINENTAL MOTOR PISTON RING SETS

(Continued from preceding page)

LINE NO.	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
33	K6290:	6	3 3/4						
	For 4-Ring Pistons			18–1/8	6–3/16	L862	4862		1862
	For 5-Ring Pistons			18–1/8	12–3/16	L877	4877		1877
				Chrome Rebore-Rebuild Set C4877					
34	K6329, K6358	6	4	18–1/8	6–3/16	L884	4884		1884
35	L2357, L2358, L3419, L21203, Tiny Tim	1	1 3/4	2–3/32	1–3/16	L2600	42600		12600
36	M4, S4, S5, S11, S12; P1, P27A, P35, P35A, P39A Power Units	4	4 1/4	8–1/4	4–1/4	L910	4910		1910
37	M290, M6290, PM290, 38B:	6	3 3/4						
	For Aluminum Pistons			18–1/8	12–3/16	L877	4877		1877
				Chrome Rebore-Rebuild Set C4877					
	For Iron Pistons			18–1/8	6–1/4	L1492	5492		2492
38	N62	4	2 3/8	8–3/32	4–3/16	L2598	42598		12598
39	M330, M6330, PM330, 40B:	6	4						
	For Aluminum Pistons			18–1/8	12–3/16	L949	4949		1949
	For Iron Pistons			18–1/8	6–1/4	L2504	42504		12504
40	M6253, 39B	6	3 1/2	18–1/8	12–3/16	L871	4871		1871
				Chrome Rebore-Rebuild Set C4871					
41	M6271, M271, PM271:	6	3 5/8						
	For 4-Ring Pistons			18–1/8	6–1/4	L934	4934		1934
				Chrome Rebore-Rebuild Set C4934					
	For 5-Ring Pistons			18–1/8	12–3/16	L875	4875		1875
				Chrome Rebore-Rebuild Set C4875					
42	PY, A400, Y400; P410 Power Unit	4	2 3/4	4–1/8					
				4–3/32	4–9/64	L362	4362		662
43	R800, S800, S805, 14S, 15S, 16S, 18S, 21S, 26S	8	3	16–1/8	8–1/8				
					8–3/16	L227	4227		527
44	R6586	6	4 13/16	18–3/32	6–1/4				
					6–3/16		42576		12576
45	R6602, R602	6	4 7/8	18–3/32	6–1/4				
					6–3/16		42580		12580
46	S10, S15 (For 4-Ring Pistons)	4	4 1/4	12–3/16	4–1/4	L838	4838		1838
47	S16	4	4 1/2	12–3/16	4–1/4	L393	4393		693
48	S6749	6	5 3/8	18–3/32	6–1/4				
					6–3/16		42622		12622
49	W8, W10, W11	4	3 7/8	8–1/8	4–1/8				
					4–3/16	L364	4364		664
50	W9; P27A Power Units	4	3 7/8	12–1/8	4–5/32	L365	4365		665
51	W20	4	4 1/8	12–1/8	4–3/16	L366	4366		666
52	Y69, Y4069; LY69, PY69 Power Units:	4	2 1/2						
	For Pistons with 5/32" Oil Ring Grooves			8–3/32	4–5/32	L367	4367		667
	For Pistons with 1/4" Oil Ring Grooves			8–3/32	4–1/4	L2506	42506		12506
53	Y91, Y4091; LY91, PY91 Power Units	4	2 7/8	8–3/32	4–5/32	L368	4368		668
	After 1940			8–3/32	4–1/4	L2582	42582		12582
54	Y112, Y4112, PY112	4	3 3/16	8–3/32	4–1/4	L2507	42507		12507
55	6B, 6J, 7A, 7J, 8A, 8AA, 8AP, 8B, 9A, 9AA, 10A; P56 Power Unit	6	3 3/4	12–3/16	6–3/16	L370	4370		670

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PISTON RING SETS

(Continued from preceding page)

LINE NO.	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
56	9T, 12T, 14T, 15T, 16T; P75 Power Unit	6	4 1/4	12–1/4	6–1/4	L371	4371		671
57	11E, 14E, 16E, 17E, 18E, 19E, 12M, 14M, 12N, 14C, 15C, 16C, 18C, 20C, 15U, 24A, 25A, 26A, 28A, 32A, 40A, 41A, 26B, 27B, 28B, A600; P45A, P640 Power Units	6	3 3/8	12–1/8	6–1/8 6–5/32	L372	4372		672
58	12K, 13K, 15K	8	3 3/8	16–1/8	8–1/8 8–5/32	L373	4373		673
59	14H, 15H, 28H; P96 Power Unit:	6	4 1/2						
	For Iron Pistons			18–1/4	6–1/4	L374	4374		674
	For Aluminum Pistons			24–1/8	6–3/16	L1361	5361		2361
60	14K to Engine 511002	8	3 3/8	16–1/8	8–3/16	L317	4317		617
61	14L after Engine 92325; 15L	6	2 7/8	18–1/8	6–5/32	L376	4376		676
62	16R, 29R to Engine 5717; 18R, 30R, 31B to Engine 5161; 30B to Engine 5650; P57A to Engine 107; P65A to Engine 112	6	4	18–3/16	6–1/4	L377	4377		677
63	16R, 29R after Engine 5717; 18R, 30R, 31B after Engine 5161; 30B after Engine 5650; P57A after Engine 107; P65A after Engine 112	6	4	6–3/16 12–5/32	6–1/4	L378	4378		678
64	19L, 26L, 28L, 29L, 30L, 31L, 32L, 34L, 37L	6	2 7/8	12–1/8	6–3/16	L305	4305		605
65	20R, 31R to Engine 5381; 33B to Engine 5314; P73A Power Unit to Engine 110	6	4 1/8	18–3/16	6–1/4	L380	4380		680
66	20R, 31R Engine 5381 to 8000; 33B, Engine 5314 to 8000; P73A Power Unit after Engine 110	6	4 1/8	6–3/16 12–5/32	6–1/4	L381	4381		681
	For Factory Piston from Eng. 5492 to 8000			6–3/16 6–5/32	6–3/16 6–1/4	L446	4446		746
67	20R, 31R, 33B after Engine 8000; 31LR; PR381 Power Unit (Aluminum Pistons)	6	4 1/8	18–5/32	6–1/4	L382	4382		682
68	21R, 32R, 34B to Engine 5375; P80A Power Unit to Engine 113	6	4 3/8	18–3/16	6–1/4	L383	4383		683
69	21R, 32R, 34B after Engine 8000; 32LR; PR428 Power Unit (Aluminum Pistons)	6	4 3/8	18–5/32	6–1/4	L385	4385		685
70	21R, 32R, 34B, Engine 5375 to 8000; P80A Power Unit to Engine 113:	6	4 3/8						
	For Pistons used from Eng. 5375 to 5629			6–3/16 12–5/32	6–1/4	L384	4384		684
	For Pistons used from Eng. 5629 to 8000			6–3/16 6–5/32	6–3/16 6–1/4	L440	440		740
71	22R, 33R, 33LR, 35B, PR501 Power Unit, P695	6	4 1/2	18–5/32	6–1/4	L386	4386		686
72	24B:	6	3 3/16						
	For Iron Pistons with 3/16" Oil Ring Grooves			18–1/8	6–3/16	L1480	5480		2480
	For Iron Pistons with 1/4" Oil Ring Grooves			18–1/8	6–1/4	L1481	5481		2481
	For Aluminum Pistons			18–3/32	6–1/4	L857	4857		1857
73	26H	12	2 15/16	24–3/32	12–3/16	L359	4359		659
74	41B, B371, B6371, PB371	6	4 1/8	18–1/8	6–1/4 6–3/16	L390	4390		690
75	42B, B405, B6405, PB405, 42BX, B427, B6427, PB427	6	4 5/16	18–1/8	6–1/4 6–3/16	L391	4391		691
76	46B, R513, R6513	6	4 1/2	18–3/32	6–1/4 6–3/16	L2563	42563		12563
77	48B, R572, R6572	6	4 3/4	18–3/32	6–1/4 6–3/16		42561		12561
78	Z120	4	3 3/16	12–1/8	4–3/16	L2631	42631		12631

for CONTINENTAL MOTOR
PISTON & PIN ASSEMBLY

FINDING INDEX Use This Index To Find The Line Number Where The Parts For The Motor Are Listed.

Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Moter No.	Line No.
A16	16	F170	6	P1	11	S10	15	14M	16	24A	17
A244	1	F186	6	P27A	11	S11	11		17	24B	8
A600	17	F209	8		14	S12	11	14S	13	25A	17
A6222	1	F226	7	P35	11	S15	15	15C	17	25B	1
A6244	1	F244	1	P35A	11	S800	13	15E	16	26A	17
C143	2	F4124	6	P39A	11	S805	13	15K	17	26B	17
C400	3	F4140	8	P45A	17	W9	14	15S	13	26S	13
C600	4	F4162	9	P640	17	10E	16	15U	17	27B	17
C4113	6	F6170	6	PA244	1	11E	17	16C	17	28A	17
C4143	2	F6209	8	PC143	2	12E	16	16E	17	28B	17
D6170	6	F6226	7	PD202	5	12K	17	16S	13	30A	16
D6184	5	J404	3	PF124	6	12M	16	17E	17	32A	17
DS202	5	K6290	10	PF140	8		17	18C	17	38B	12
DS6170	6	LF124	6	PF162	9	12N	17	18E	17	40A	17
DS6184	5	LF140	8	PF170	6	13K	17	18S	13	41A	17
DS6202	5	LF162	9	PF209	8	14C	17	19E	17		
F124	6	M4	11	R800	13	14E	17	20C	17		
F140	8	M290	12	S4	11	14K	18	21S	13		
F162	9	M6290	12	S5	11			22A	16		

LINE NO.	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1	A6222, A6244, 25B; Industrial A244, F244; Power Unit PA244	6	3 7/16	3–1/8	1–3/16	P-1241X	W-066N	.....	WB-1877
2	C143, C4143; PC143 Power Unit	4	3 3/8	3–1/8	1–3/16	.....	W-066N	LR-4	.....
3	C400, J404	4	3 3/8	2–1/8	1–3/16	Use Piston P-1223X	W-066N	LR-4	WB-1571
				3–1/8	1–3/16	P-1223X	W-066N	LR-4	WB-1571
4	C600	6	3	2–1/8	1–3/16	.....	W-9137	LR-4	WB-1877
5	D6184, DS202, DS6184, DS6202; PD202 Power Unit	6	3 1/8	3–1/8	1–3/16	.....	W-9170	.....	.....
				3–1/8	1–1/4	.....	W-9170	.....	.....
6	C4113, F4124; Industrial F124; Power Unit LF124, PF124, 4 cyl.; D6170, DS6170, F6170; Industrial F170, F186; Power Unit PF170, 6 cyl.	4–6	3	3–1/8	1–1/4	P-1239X	W-9137	LR-4	WB-1877
				3–1/8	1–3/16	.....	W-9137	LR-4	WB-1877
7	F226, F6226	6	3 5/16	3–1/8	1–1/4	.....	W-8035	.....	WB-1877
				2–3/32	2–5/32	P-392NX	W-9413	LR-46	.....
8	F4140; Industrial F140, Power Unit LF140, PF140, 4 cyl. F6209, 24B; Industrial F209; Power Unit PF209, 6 cyl.	4–6	3 3/16	3–1/8	1–3/16	P-1240X	W-9374	LR-4	WB-1877
				3–1/8	1–1/4	.....	W-9374	LR-4	WB-1877
				3–3/32	1–1/4	P-222AX	W-9295	LR-53	WB-1877
9	F4162; Industrial F162; Power Unit LF162, PF162, 4 cyl.	4	3 7/16	3–1/8	1–3/16	P-1241X	W-066N	.....	WB-1877
				3–1/8	1–1/4	.....	W-066N	LR-4	WB-1877
				4–1/8	1–1/4	.....	W-066N	LR-4	WB-1877
10	K6290	6	3 3/4	3–1/8	1–3/16	.....	W-9283	.....	.....
				3–1/8	2–3/16	.....	W-9283	.....	.....
11	M4, S4, S5, S11, S12; P1, P27A, P35, P35A, P39A, Power Units	4	4 1/4	2–1/4	1–1/4	P-788X	W-7088	LR-22	WB-1797
12	M290, M6290, 38B	6	3 3/4	3–1/8	2–3/16	P-326AX	W-9283	LR-74	WB-1923
	For Iron Piston			3–1/8	1–1/4	.....	W-9283	LR-74	WB-1923
13	R800, S800, S805, 14S, 15S, 16S, 18S, 21S, 26S	8	3	2–1/8	1–1/8 or 1–3/16	.....	W-9137	LR-4	.....
14	W-9; P27A Power Unit	4	3 7/8	3–1/8	1–5/32	P-183NX	W-9293	LR-4	WB-1899
	☛ P-183NX is a Narrow Strut Nelson Bohnalite Original Type Piston.								
15	S10, S15	4	4 1/4	3–3/16	1–1/4	P-1009X	W-7088	LR-22	WB-1797

(Continued on next page)

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for CONTINENTAL MOTOR

PISTON & PIN ASSEMBLY

(Continued from preceding page)

LINE NO.	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
16	10E, 12E, 15E, 12M, 14M, 22A, 30A, A16	6	3 1/4	3–1/8	1–5/32	.....	W-9226	LR-4	WB-1571
17	11E, 14E, 16E, 17E, 18E, 19E, 12M, 14M, 12N, 14C, 15C, 16C, 18C, 20C, 15U, 24A, 25A, 26A, 28A, 32A, 40A, 41A, 26B, 27B, 28B, A600; P45A, P640 Power Units, 6 cyl.; 12K, 13K, 15K, 8 cyl.	6–8	3 3/8	2–1/8	1–1/8 or 1–5/32	P-66NX	W-066N	LR-4	WB-1571
				2–1/8	1–1/8 or 1–5/32	P-961X	W-066N	LR-4	WB-1571
	☛P-66NX is a Narrow Strut Nelson Bohnalite Original Type Piston; P-961X is a Gray Iron Original Type Piston.								
18	14K to Engine 511002	8	3 3/8	2–1/8	1–3/16	.....	W-066N	LR-4	WB-1571

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
.....	24B, 6 cyl.	T-Slot	3 3/16	PX-22

VALVE ASSEMBLY

FINDING INDEX. Use This Index To Find The Line Number Where The Parts For The Motor Are Listed.

Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.
C143	1	F186	11	F6226	14	M330	8	P39A	9	PF209	6	22A	15
C400	2	F199	12	H1	7	M6330	10	P415	7	S10	9	24B	26
C600	2		13	H2	7	OY91	8	P415A	7	S11	9	25A	15
C4113	5	F209	6	H6	7	P10	7	P640	15	S12	9	26A	15
DS202	3	F226	11	H7	7	P10A	7	PD202	3	S15	9	26B	15
	4	F4124	5	H8	7	P11	7		4	W4	7	30A	15
DS6202	3	F4140	5	H9	7	P11A	7	PF124	5	W4B	7	32A	15
	4	F4162	5	LF124	5	P12A	7	PF140	5	W5	7	40A	15
F124	5	F6199	12	LF140	5	P20	7	PF162	5	W9	7	41A	15
F140	5		13	LF162	5	P20A	7	PF199	12	Y2	7		
F162	5	F6209	6	M290	8	P27A	7		13	Y91	10		

LINE No.	MODELS	No. Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1	C143	4	.....	.....	.....	.....	VS-262	VS-262	.....
2	C400, 4 cyl.; C600, 6 cyl.	4–6	.....	.....	.....	.....	VS-262	VS-262	VK-41
3	DS6202 to Engine 12385; Industrial DS202, Power Unit PD202 to Engine 153. (Valves with 5/16" Dia. Stem)	6	V-1045	V-1046N	G-317	G-317	VS-306	VS-306	VK-134
4	DS6202 after Engine 12385; Industrial DS202, Power Unit PD202 after Engine 153 (Valves with 3/8" Dia. Stem)	6	V-1168	V-1169N	G-338R	G-338R	VS-306	VS-306	VK-87
5	C4113, F4124, F4140, F4162; Industrial F124, F140, F162; Power Unit LF124, PF124, LF140, PF140, LF162, PF162	4	V-1273	V-1274N	G-374	G-374	VS-339	VS-339	VK-147
6	F6209; Industrial F209; Power Unit PF209, 6 cyl.	6	V-1273	V-1274N	G-374	G-374	VS-262	VS-262	VK-41
7	H1, H2, H8, H9, W5, W9, Y2, P10, P10A, P11, P11A, P12A, P20, P20A, P27A, P415, P415A, Power Units, 4 cyl.; H6, H7, W4, W4B, 6 cyl.	4–6	V-777	.....	.....	.....	.....	.....	VK-13
8	M290, M330, M6330	6	V-1197	V-1198N	.....	G-352	VS-340	VS-340	VK-148

(Continued on next page)

for CONTINENTAL MOTOR

VALVE ASSEMBLY

(Continued from preceding page)

LINE No.	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
9	S10, S11, S12, S15; P39A Power Unit	4	V-790	V-791N	G-211	G-211	VS-209	VS-209	VK-13
10	Y91, OY91	4	.....	.....	.....	.....	VS-339	VS-339	VK-147
11	F186, F226	6	.....	V-1274N	G-374	G-374	.....	.....	.....
12	F199, F6199, PF199, to Eng. No. 124	6	V-1026	V-1027N	G-306	G-306	.....	.....	.....
13	F199, F6199, PF199, after Eng. No. 124	6	V-1273	V-1274N	G-374	G-374	VS-346	VS-346	VK-41
14	F6226	6	V-1363	V-1364N	G-374	G-374	VS-262	VS-262	VK-41
15	22A, 25A, 26A, 26B, 30A, 32A, 40A, 41A; P640 Power Unit	6	V-723	.....	.....	.....	.....	.....	VK-13
16	24B	6	V-1026	V-1027N	G-306	G-306	VS-346	VS-346	VK-41

MOTOR BEARINGS & SHIMS

FINDING INDEX. Use This Index To Find The Line Number Where The Parts For The Motor Are Listed.

Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.
B405	13	F162	3	M6330	12	PE383	2	8U	7	20R	9	31R	9
B3671	13	F170	4	M6338	12	PF124	3	11R	10		10		10
B6405	13	F186	4	P39A	6	PF140	3	11U	7	21R	9	32B	2
B6427	13	F199	4	P45A	9	PF162	3	12C	7		10	32R	9
BY4112	14		4	P57A	9	PF170	4	14C	7	22R	11		10
C400	1	F209	16		10	PF199	4	14U	7	24B	16	33B	9
C4113	1		4	P65A	9	PF209	4	15C	7	27B	7		10
C4124	1	F218	16		10	PF218	4	15U	7	28B	8	34B	9
C4140	1	F226	16	P73A	9	PY69	17	16C	7	29B	2		10
C4143	1	F4124	3		10	PY91	17	16E	8	29R	9	35B	11
D6170	4	F4140	3	P80A	9	R513	15	16R	9		10	38B	12
D6199	4	F4162	3		10	R572	15		10	30B	9	40B	12
D6184	4	F6170	4	P410	17	R602	15	17E	8		10	41B	13
D6202	4	F6186	4	P651	2	R6513	15	18C	7	30R	9	42B	13
D6218	4	F6199	4	P658	2	R6572	15	18R	9		10	46B	15
	4	F6209	4	P667	2	R6602	15		10	31B	9	48B	15
DS202	16	F6218	4	P761	2	S10	6	19E	8		10		
DS6170	4	F6226	16	PC113	1	S11	6						
DS6184	4	LF124	3	PC143	1	S12	6						
DS6202	4	LF140	3	PD199	4	S15	6						
E600	2	LF162	3	PD202	4	W8	5						
E601	2	M5	5	PD218	4	W10	5						
E602	2	M7	5	PE288	2	W11	5						
E603	2	M271	12	PE318	2	W20	5						
E610	2	M290	12	PE361	2	Y69	17						
E611	2	M330	12			Y91	17						
E612	2	M6253	12			Y112	14						
E613	2	M6271	12			Y4112	14						
F124	3	M6290	12			Y4069	17						
F140	3	M6300	12			Y4091	17						

LINE NO.	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1	C400, C4113, C4124, C4140, C4143, PC113, PC143	4	....	....	2937	.060	2938	.060	2939	.060	....	....	.....
2	E600, E601, E602, E603, E610, E611, E612, E613; 29B, 32B; Power Units P651, P658, P667, P671, PE288, PE318, PE361, PE383	6	2977	See Note	2513	.090†	2514	.090†	2515	.090†	2516	.090†	2–3–5–6
	Bearing Shim	....	B-1617	.008	....	....	....	....	....	....	....	....	.....

☛ 2977 is available in .002, .010 and .060 undersize.

(Continued on next page)

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for CONTINENTAL MOTOR
MOTOR BEARINGS & SHIMS

(Continued from preceding page)

LINE No.	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
3	F4124, F4140, F4162; Industrial F124, F140, F162; Power Unit LF124, PF124, LF140, PF140, LF162, PF162	4	2766 2767	See Note	2691	.002 .020 .060	2935	.002 .020 .060	2693	.002 .020 .060	....	....	.....
	☞2766 used in Rods 1-3, and 2767 used in Rods 2-4 are available .002, .010, .020 and .060 undersize.												
4	D6170, DS6170, F6170, D6199, F6199, D6202, DS6202, F6186, F6209, D6218, F6218, D6184, DS6184, 24B; Industrial F170, F186, F199, F209, F218, DS202; Power Units PD170, PF170, PD199, PF199, PD202, PF209, PD218, PF218	6	2766 2767	See Note	2691	.002 .020 .060	2692	.002 .020 .060	2693	.002 .020 .060	2692	.002 .020 .060	3
	☞2766 used in Rods 1-3-5, and 2767 used in Rods 2-4-6 are available .002, .010, .020 and .060 undersize.												
5	M5, M7, W8, W10, W11, W20	4	....	....	2517	.090†	2518	.090†	2518	.090†	....	....	.....
6	S10, S11, S12, S15; Power Unit P39A	4	....	....	2763	.090†	2764	.090†	2765	.090†	....	....	.....
	Bearing Shims	....	B-1437	.008	B-1419	.020	B-1419	.020	B-1419	.020	....	....	.....
7	8U after Engine 11086; 11U after Engine 2065; 12C after Engine 400; 14C, 15C, 14U, 15U, 16C, 18C, 27B; Power Unit P45A	6	....	....	2132	.090†	2133	.090†	2135	.090†	2134	.090†	2–3–5–6
	Bearing Shims: For all except 14U & 15U	....	B-680	.008	B-681	.008	B-682	.008	B-683	.008	B-2889	.008	2–3–5–6
	For 14U & 15U only		B-1252	.008	B-681	.008	B-682	.008	B-683	.008	B-2889	.008	2–3–5–6
8	16E after Engine 26651; 17E, 19E, 28B	6	....	....	2801	.090	2802	.090	2803	.090	2804	.090	2–3–5–6
9	16R, 29R, 30B, to Engine 2798; 18R, 30R, 31B, to Engine 5129; 20R, 31R, 33B, to Engine 5109; 21R, 32R, 34B, to Engine 5123; Power Units P57A to Engine 105; P65A to Engine 100; P73A to Engine 108; P80A to Engine 110	6	....	....	2166	.090†	2167	.090†	2168	.090†	2169	.090†	2–3–5–6
	Bearing Shims	....	B-1422 .008 →For Model 16R Only. B-1274 .008 →For Models 18R, 20R, and 21R Only.										
	Main Bearing Shims for 16R, 18R, 20R, 21R, Only	....	....	....	B-1275	.008	B-2956	.008	B-1277	.008	B-1275	.008	2–3–5–6
10	16R, 29R, 30B, after Engine 2799; 18R, 30R, 31B, after Engine 5130; 20R, 31R, 33B, after Engine 5110; 21R, 32R, 34B, after Engine 5124; Power Units P57A after Engine 106; P65A after Engine 101; P73A after Engine 109; P80A after Engine 111; 11R	6	2918	.002 .010 .060	2798	.090†	2167	.090†	2799	.090†	2800	.090†	2–3–5–6
	Bearing Shims	....	B-1422 .008 →For Model 16R Only. B-1274 .008 →For Models 18R, 20R, 21R Only.										
	Main Bearing Shims for 16R, 18R, 20R, 21R Only	....	....	....	B-1275	.008	B-2956	.008	B-1277	.008	B-1275	.008	2–3–5–6
11	22R, 35B	6	2853	See Note	2798	.090†	2167	.090†	2799	.090†	2800	.090†	2–3–5–6
	☞2853, available .002, .010, and .060 undersize, is for use in motors having Insert type Rod Bearings. Cast-in-Rod bearings were used in some motors.												

(Continued on next page)

for CONTINENTAL MOTOR

MOTOR BEARINGS & SHIMS

(Continued from preceding page)

LINE No.	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
12	38B, 40B, M271, M290, M330, M6253, M6271, M6290, M6300, M6330, M6338	6	2943	See Note	3246	See Note	3247	See Note	3248	See Note	3249	See Note	2–3–5–6
	☛2943 is available in .002, .010 and .060 undersizes. 3246, 3247, 3248 and 3249 are available in .002, .010, .020, .030 and .060 undersizes.												
13	41B, 42B, B405, B3671, B6405, B6427	6	3453	.060	3454	.060	3455	.060	3457	.060	3456	.060	2–3–5–6
14	Y112, Y4112, BY4112	4	3437 3438	See Note	3449	.010 .060	3450	.010 .060	3451	.010 .060	....	....	.....
	☛3437 used in Rods 2–4 and 3438 used in Rods 1–3, are available .002, .010 and .060 undersize.												
15	46B, 48B, R6513, R572, R6572, R602, R6602	6	3496	.060	....	....	....	....	....	....	....	....	.....
	☛3496 Copper Alloy Bearing.												
16	F226, F6226; 24B—4th Series; DS202, F209, F218	6	3447 3448	See Note	3508	See Note	3509	See Note	3510	See Note	3509	See Note	3
	☛3447 used in Rods 1–3–5, and 3448 used in Rods 2–4–6, are available .001, .002, .010, .020 and .060 undersize. 3508, 3509 and 3510 are available .002, .010, .020 and .060 undersize.												
17	Y69, PY69, Y4069, Y91, PY91, Y4091, P410	4	3437 3438	See Note	....	....	....	....	....	....	....	....	.....
	☛3437, used in Rods 2-4, and 3438, used in Rods 1-3 are available .002, .010 and .060 undersize.												

★Bearings marked † are supplied only in Undersize and NOT in Standard Size.
Dimension following Shim Stock number indicates thickness of Shim. The suffix "B" indicates the Shim is Babbitt Tipped.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit
.....	C4113, F4124, F4140, F4162; Industrial F124, F140, F162; Power Units LF124, PF124, LF140, PF140, LF162, PF162, 4 cyl.; D6170, DS6170, F6170, D6199, F6199, F6209, D6218, F6218, A6222, A6244, 24B; Industrial F170, F199, DS202, F209, F218, A244, Power Units PF170, PF199, PD202, PF209, PF218, PA244, 6 cyl.	4–6			
	For Pumps with Threaded Shafts	...	.....	PA-232	.....

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PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1937–38	No. 1	4	3 1/4	8–1/8	4–3/16	L824	4824		1824
1937–40	No. 2:	6	3 1/8						
	(Early Type Pistons)			12–1/8	12–5/32	L206	4206	1506	506
	(Late Type Pistons)			6–3/32 6–1/8	12–5/32	L332	4332	1632	632
1937–40	No. 3	6	3 3/8	12–1/8	12–5/32	L215	4215	1515	515
				Chrome Rebore-Rebuild Set C4215					

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1937–39	No. 2, 6 cyl.	U-Slot	3 1/8	PX-5* PX-48

Numbers marked with an asterisk (*) are U-Type Expanders. Others are Shell Type.

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1937–38	No. 1	4	3 1/4	2–1/8	1–3/16	P-1182X	W-9314	LR-57	WB-1917
1937–39	No. 2	6	3 1/8	1–3/32 1–1/8 2–1/8	..... 2–5/32 2–5/32	P-207ARX →Rings for Original Pistons.	W-9170	LR-4	WB-1824
						SD-39 Dry Cylinder Sleeve Cut-to-Length, 8 1/8" Long, 3/32" Wall Thickness.			
1937–40	No. 3	6	3 3/8	2–1/8	2–5/32	P-214AX	W-066N	LR-4	WB-1824

☛P-207ARX and P-214AX are U-Slot Cam Ground Original Type Pistons.

OVERSIZE SERVICE PISTONS

"S" type Semi-Finished Pistons, turned to .035" oversize, are to be used for finishing Pistons from Standard to and including .020 oversize.

"OS" type Semi-Finished Pistons:

Stock No.	Supplied Semi-Finished	Will Finish
P-214AX "OS"	.075 O.S.	.025 to .060 oversize
P-207ARX "OS"	.100 O.S.	.025 to .085 oversize

PINS

W-066N and W-9170—Std.-1 1/2-3-5-10-15-20 thousandths oversize.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1937–38	No. 1	4	V-1139	V-1139	G-328	G-328	VS-321	VS-321	VK-134
1937–45	No. 2	6	V-890	V-891N	G-254	G-254	VS-348	VS-348	VK-84
1937	No. 3 to Serial No. 3-190	6	V-1040	V-1041N	G-293	G-293	VS-341	VS-341	VK-84
1938–45	No. 3 after Serial No. 3-191	6	V-1151-S Super Valve with Eatonite Face.						
			V-1145	V-1142N	G-254	G-254	VS-348	VS-348	VK-84

for CO-OP TRACTOR

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	Location
1937–38	No. 1	4	2846	See Note	2805	See Note	2806	See Note	2807	See Note	....	....	.....

☛ 2846 is available .002, .010, .020, and .060 undersize.
2805, 2806, 2807 are available .002, .010, .020, .030, and .060 undersize.

1937–45	No. 2	6	2507-S → Complete Set (6 pair) Babbitt Lined, Con. Rod Bearings. Available Std., .001, and .002 undersize.										
			2507	See Note	2519	See Note	2520	See Note	2915	See Note	2520	See Note	3
	Camshaft Bearings →	....	....	....	MB-17 See Note		MB-18 See Note		MB-19 See Note				

☛ 2507 Babbitt Lined is available with .001, .002, .003, .005, .010, .020, .030 and .060 undersize Inside Diameter with Standard Outside Diameter, or with Standard, .002, .005, .010 and .060 undersize Inside Diameter with .005 oversize Outside Diameter.
2519, 2520, and 2915 Babbitt Lined are available .001, .002, 010, .020, .030, .060, and .100 undersize.

☛ MB-17, MB-18 and MB-19 are Precision, Split Type Camshaft Bearings, which require no reaming for Standard Size Camshafts. Also available semi-finished with approximately .010 reaming stock.

1937	No. 3 to Serial No. 3-190	6	2530	See Note	2531	See Note	2532	See Note	2533	See Note	2532	See Note	3
			MB-13 → Con. Rod Bolt; MB-10 Con. Rod Bolt Nut.										

☛ 2530 Babbitt Lined is available .002, .010, .020, .030 and .060 undersize.

2531, 2532 and 2533 are available .002, .010, .020 and .060 undersize.

1938–45	No. 3 after Serial No. 3-191	6	2879-S → Complete Set (6 pair) Babbitt Lined Con. Rod Bearings. Available Std. .001, and .002 undersize.										
			2879 2960	See Note	2880	See Note	2880	See Note	2881	See Note	2880	See Note	3
	Camshaft Bearings	....	....	....	MB-17 MB-17SF		MB-27 MB-30		MB-28 MB-31				

☛ 2879 Babbitt Lined is available .001, .002, .010, .020, .030 and .060 undersize.
2960 Copper Alloy Super Bearing is available .002, .010, .020 and .050 undersize.
2880 and 2881 are available .001, .002, .010, .020, .030 and .060 undersize.
MB-17, MB-27 and MB-28 are Precision Type Camshaft Bearings; are furnished in finished or standard size only.
MB-17SF, MB-30 and MB-31 are Ream Type Camshaft Bearings.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1937	No. 2 to Serial No. 2-340; No. 3 to Serial No. 3-190	6			
	With Bearing and Cup Assembly	...	.....	PA-197	MA-13
	Without Bearing and Cup Assembly	...	.....	PA-277	MA-13
1938–39	No. 2 after Serial No. 2-341	6	PC-11	PA-117	MA-10 M-201 Pulley Hub
1938–39	No. 3 after Serial No. 3-191	6			
	Special Late Type Pump with Two Grease Fittings	...	PC-41R	PA-285	MA-18
	Original Early Type with Bearing and Cup Assembly	...	.....	PA-199	MA-13
	Original Early Type without Bearing and Cup Assembly	...	.....	PA-279	MA-13 M-490 Pulley Hub

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for CORBITT BUS & TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1928–43	15B6T, B18W6, 20SW6, 22BT, F23, 24, 24W6, 33W6, 66, 70S, 86, 3-8 Ton; (Cont. 20R):	6	4 1/8						
	To Engine No. 5381			18–3/16	6–1/4	L380	4380		680
	Engine 5381 to 8000			6–3/16 12–5/32	6–1/4	L381	4381		681
	After Engine 8000			18–5/32	6–1/4	L382	4382		682
1930–44	15B6T, 15FD6, 18D6T, 22BT, F27, 27DT, 28SW6, 33, 33D6, 33W6, T33, 36SW6, 40SB2, 40SB4, 3-8 Ton; 15B6-Bus; (Cont. 21R):	6	4 3/8						
	To Engine No. 5375			18–3/16	6–1/4	L383	4383		683
	Engine 5375 to 8000			6–3/16 12–5/32	6–1/4	L384	4384		684
	After Engine No. 8000			18–5/32	6–1/4	L385	4385		685
1932–41	12FB6, 12FD6, 12BT6, 16SFD6, 18, 18BT, 18D6, 18W6, F18, 21B, 2-7 Ton; (Cont. E602)	6	4 1/8	18–3/16 18–1/8	6–1/4 6–1/4 6–3/16	L1473 L390	5473 4390		2473 690
1932–43	B12B6, Bus; 15B6T, 18BT, 24, 24D6, 24W6, 26D, 35SB2, 35SB4, 2-8 Ton; (Cont. E603)	6	4 1/4	18–3/16	6–1/4	L1474	5474		2474
1932–45	18D6T, 18FD6, 27BT, 27DT, 28FD6, F35, 40SD6, 3 1/2-10 Ton; (Cont. 22R)	6	4 1/2	18–5/32	6–1/4	L386	4386		686
1933–45	B25B6, Bus; 45SFD56, 50SD6, 54SD6, 8-15 Ton; (Hercules HXC)	6	5 1/4	18–5/32	6–1/4	.....	4919		1919
1935–38	12B6T, Series 18, 18BT, 18SD6, 22B, 26SD4, 27, 2 1/2-7 Ton; (Wauk. 6MZ):	6	4 1/4						
	For 3-Ring Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Iron & Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1935–36	Series 12, 18, 2-3 Ton; (Wauk. 6MS):	6	3 3/4						
	For Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–1/8	6–3/16	L1816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1935–37	18, 24SB2, 4-6 Ton; (Wauk. 6ML):	6	4						
	For 3-Ring Pistons			12–3/16	6–3/16	L419	4419		719
	For 4-Ring Aluminum & Iron Pistons			18–1/8	6–3/16	L848	4848		1848
1935–38	F15, 14B, 14BT, 16SB2, 1 1/2-4 Ton; (Wauk. 6BK)	6	3 3/4	18–1/8	6–3/16	L1816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1935–37	F12, 12B, 1 1/2-2 Ton (Wauk. 6BL):	6	3 1/2						
	For Aluminum & Iron Pistons			3–1/8	1–3/16	L442	4442		742
1935	16BO, 4-7 Ton, Diesel; (Wauk. 6D100)	6	4 3/8	18–1/8	12–3/16	L448	4448		748
1935	21BO, 5-8 Ton, Diesel; (Wauk. 6D125)	6	4 3/4	18–1/8	6–1/8 6–3/16	.....	4449		749
1935	25BO, 8-10 Ton Diesel; (Wauk. 6D140)	6	5	18–1/8	6–1/8 6–3/16	.....	4450		750
1935–38	15, F16, F18, 18B, 18SD4, 22, 24SB2, 2 1/2-6 Ton; (Wauk. 6MK):	6	4 1/8						
	For Iron & Aluminum Pistons			18–1/8	6–3/16	L458	4458		758
1935–38	F32, F35, 40SD6, 54SD6, 1046AL, 1046RB, M6X6; 6-15 Ton; (Wauk. 6RB)	6	5	18–5/32	6–3/16	.....	4445		745
1935–38	15B6T, 24, 26SD6, F27, 33, 35, 40, 40SD4, 3 1/2-10 Ton; (Wauk. 6SRK):	6	4 5/8						
	For Early Iron Pistons			12–1/4	6–1/4	.....	4470		770
	For Late Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771

(Continued on next page)

for CORBITT BUS & TRUCK
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1935–38	15B6T, F21, F23, 30SB2, 33SD4, 3-8 Ton (Wauk. 6SRL): 18D6T, 36SD2, 54SD4, 8-15 Ton; (Wauk. 6-125)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1937–46	D22B6T, D27D6T, D27B6T, 27TD, 5-7 Ton; (Cum. Diesel 6 HB):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
				24–1/8	6–3/16		5174		2174
1937–39	D22B4T, 4-5 Ton; (Cum. Diesel HB4):	4	4 7/8						
	For 4-Ring Pistons			12–1/8	4–3/16		5170		2170
	For 5-Ring Pistons			16–1/8	4–3/16		5169		2169
				12–1/8	8–3/16		5172		2172
1937	F18, 2 1/2-4 Ton; (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1938–43	F12, 13B, 18SB2, 18SB4, 18SB6, 1 1/2-4 Ton; (Cont. A6244):	6	3 7/16						
	For 4-Ring Iron & Aluminum Pistons			18–1/8	6–3/16	L241	4241		541
	For 4-Ring Aluminum Pistons			18–1/8	6–1/4	L1465	5465		2465
	For 5-Ring Pistons			24–1/8	6–1/4	L1463	5463		2463
1938–43	F14, 2-3 Ton; (Cont. M6271):	6	3 5/8						
	For 4-Ring Pistons			18–1/8	6–1/4	L934	4934		1934
				Chrome Rebore-Rebuild Set C4934					
	For 5-Ring Pistons			18–1/8	12–3/16	L875	4875		1875
				Chrome Rebore-Rebuild Set C4875					
1938–43	F12, 14BT, 17B, 25SB2, 25SB4, 2-6 Ton; (Cont. M6290):	6	3 3/4						
	For 4-Ring Pistons			18–1/8	6–1/4	L1492	5492		2492
	For 5-Ring Pistons			18–1/8	12–3/16	L877	4877		1877
				Chrome Rebore-Rebuild Set C4877					
1938–47	17BT, 18BG, 18FG, 18TG, F19, 25SB6, 2 1/2-6 Ton; (Cont. M6330):	6	4						
	For 4-Ring Pistons			18–1/8	6–1/4	L2504	42504		12504
	For 5-Ring Pistons			18–1/8	12–3/16	L949	4949		1949
1939–40	D18BT, D20BT; (Cum. Diesel AA600):	6	4						
	For 5-Ring Aluminum Pistons			18–1/8	12–3/16	L949	4949		1949
	For 5-Ring Iron Pistons			18–3/32	12–5/32	L1163	5163		2163
1942–47	F18, 22BG, 22FG; (Cont. B6371)	6	4 1/8	18–1/8	6–1/4				
					6–3/16	L390	4390		690
1942–47	22TG, 25BG, 35RG, 35SB2; (Cont.B6405,B6427)	6	4 5/16	18–1/8	6–1/4				
					6–3/16	L391	4391		691
1941	D18BT; (Cum. Diesel A600)	6	4	18–1/8	6–3/16	L1161	5161		2161
1944–47	D27BT; (Cum. Diesel HB600):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1946–47	25TD (Herc. DRXC)	6	4 5/8	24–1/8	12–1/4		5299		2299
1946	18BD (Herc. DJXC)	6	3 3/4	24–1/8	12–3/16	L1292	5292		2292
1946	28TG, 28FG, 40RG (Cont. R6602)	6	4 7/8	18–3/32	6–1/4				
					6–3/16		42580		12580
1946	50SD6 (Herc. HXD)	6	5 1/2	18–5/32	6–1/4		5304		2304
1946–47	25FG, 25TG, 28BG, 40SG (Cont. R6513)	6	4 1/2	18–3/32	6–1/4				
					6–3/16	L2563	42563		12563
1946–47	22TD, 25BD (Herc. DWXD)	6	4 1/4	18–1/8	12–3/16	L2626	42626		12626

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for CORBITT BUS & TRUCK
MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1928–46	15B6T, 5-8T; 66, 3T; 24, 24W6, 3½-5T; 86, 70S, 33W6, 4-5T; B18W6; 20SW6, 3-5T; 22BT, F23, 3-6T	6	4⅛	Continental 20R
1930–46	15FD6, 3-4T; 15B6, Bus; F27, 4-7T; 33D6, 33W6, 33, 28SW6, 5-7½T; 15B6T, 5-8T; T33, 7T; 18D6T, 22BT, 27DT, F-27, 4-10T; 36SW6, 40SB2, 40SB4, 6 wh. 7½-10T	6	4⅜	Continental 21R
1932–41	16SFD6, 2-3T; 12FB6, 12FD6, 16SFD6, 18, 18BT, 18D6, 18W6, F-18, 2½-4T; 12BT6, 4-7T; 21B, 3-4T	6	4⅛	Continental E602
1932–46	24, 3½-5T; 24D6, 24W6, 3-5T; 15B6T, 5-8T; B12B6, Bus; 18BT, 3-4T; 26D, 2-4T; 35SB2, 35SB4, (6 wh.) 6-8 Ton	6	4¼	Continental E603
1932–46	18FD6, 3½-5T; 27BT, 27DT, 28FD6, 5-7½T; 40SD6, (6 wh.) 6-8T; 18D6T, 8-10T, F35, 6-10T	6	4½	Continental 22R
1933–46	45SFD6, 54SD6, 10-15T; 50SD6, 8-10T; B25B6, Bus	6	5¼	Hercules HXC
1935–38	Series 18, 18BT, 18SD6, 22B, 27, 2½-4 T; 12B6T, 26SD4, 4-7T	6	4¼	Waukesha 6MZ
1935–36	Series 12, 18, 2-3T	6	3¾	Waukesha 6MS
1935–37	24SB2, 18, 4-6T	6	4	Waukesha 6ML
1935–38	14B, 14BT, 1½-3T; 14B, 1½-2 Ton; F15, 2-2½T; 16SB2, 2½-4T	6	3¾	Waukesha 6BK
1935–36	F12, 12B, 1½-2T	6	3½	Waukesha 6BL
1935–38	Series 15, 22, F16, F18, 18B, 18SD4, 2½-4T; 24SB2, 4-6T	6	4⅛	Waukesha 6MK
1935–38	40SD6, 6-8T; F32, F35, 1046RB, 1046AL, 6-10T; M6X6, 15T; 54SD6, 8-10T	6	5	Waukesha 6RB
1935–38	Series 24, 26SD6, F27, 33, 35, 40, 3½-7½T; 15B6T, 5-8T; 40SD4, 8-10T	6	4⅝	Waukesha 6SRK
1935–38	F21, F23, 3-5T; 15B6T, 30SB2, 33SD4, 5-8T	6	4⅜	Waukesha 6SRL
1935–38	18D6T, 36SD2, 8-10T; 54SD4, 10-15T	6	4⅜	Waukesha 6-125
1937–46	27DT, D22B6T, D27D6T, D27B6T, 5-7T	6	4⅞	Cum. Diesel HB6
1937–38	D22B4T, 4-5T	4	4⅞	Cum. Diesel HB4
1937	F18, 2½-4T	6	4	Hercules JXD
1938–46	F12, 13B, 1½-2½T; 18SB2, 18SB4, 18SB6, (6 wh.) 2½-4T	6	3 7/16	Cont. A6244
1938–46	F14, 2-3T	6	3⅝	Cont. M6271
1938–46	17B, 14BT, F12, 2-3T; 25SB2, 25SB4, (6 wh.) 4-6T	6	3¾	Cont. M6290
1938–47	F19, 2½-4T; 25SB6 (6 wh.), 4-6T; 17BT, 18BG, 18TG, 18FG	6	4	Cont. M6330
1939–41	D18BT, D20BT	6	4	Cum. Diesel AA6, 85 H.P.
1942–47	F18, 22BG, 22FG	6	4⅛	Cont. B6371
1942–47	35SB2, 22TG, 35RG, 25BG	6	4 5/16	Cont. B6405
1944–47	D27BT, 27TD	6	4⅞	Cum. Diesel HB600
1946–47	25TD	6	4⅝	Hercules DRXC
1946	18BD	6	3¾	Hercules DJXC
1946–47	22TG, 25BG, 35RG	6	4 5/16	Cont. B6427
1946	50SD6	6	5½	Hercules HXD
1946	28TG, 28FG, 40RG	6	4⅞	Cont. R6602
1946–47	25FG, 25TG, 28BG, 40SG	6	4½	Cont. R6513

for CROSLEY
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–41	All Models (Wauk. 150)	2	3	4–⅛	2–5/32	L494	4494		794
1941–42	All Models (Wauk. 151)	2	3	4–⅛	2–5/32	* L2537			*12537
1946–47	CC46, CC47	4	2½	8–1/16 4–3/32	.....		42521		12521
1947	CC47	4	2½	8–1/16	4–5/32	L2610	42610		12610
1948	CC48	4	2½	8–1/16	8–5/32	L2621	42621		12621

NOTE:—L2537, L2610, L2621, 42610, 42621 and 12537 are available Std., .020 and .030 oversize only. Sets No. 12537 and No. L2537 contain Keystone Rings for 1st & 2nd Grooves.

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1946–47	CC46, CC47	4	3512	See Note	3404	See Note	3405	See Note	3406	See Note	3405	See Note	2–4

☛ 3512, 3404, 3405 and 3406 are available .002, .020 and .060 undersize.

for CROWN BUS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Piston Ring Set Numbers: Rebore-Rebuild Sets With Expanders (Iron)	Piston Ring Set Numbers: Service Special Sets With Expanders (Steel)	Piston Ring Set Numbers: Factory Type Sets Without Expanders (Iron)
1935–36	Super Coach TDE Series (Wauk. 6BK):	6	3 3/4						
	For Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1940	Super Coach TDE185 (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1941	Super Coach R-150 (Herc. RXLD)	6	4 3/4	24–1/8	6–3/16		4449		749

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1935–36	Super Coach TDE Series	6	3 3/4	Waukesha 6BK
1940	Super Coach TDE185	6	4	Herc. JXD
1941	Super Coach R-150	6	4 3/4	Hercules RXLD

for CUMMINS-DIESEL ENGINES

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Piston Ring Set Numbers: Rebore-Rebuild Sets With Expanders (Iron)	Piston Ring Set Numbers: Service Special Sets With Expanders (Steel)	Piston Ring Set Numbers: Factory Type Sets Without Expanders (Iron)
	A4	4	3 3/4	12–1/8	4–3/16	L861	4861		1861
	A6, AA6	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
	A600	6	4	18–1/8	6–3/16	L1161	5161		2161
	AA400:	4	4						
	For 4-Ring Pistons			12–1/8	4–3/16	L802	4802		1802
	For 5-Ring Pistons			12–1/8	8–3/16	L1160	5160		2160
	AA600, 6AAT:	6	4						
	For 5-Ring Pistons with 5/32" Oil Rings			18–3/32	12–5/32	L1163	5163		2163
	For 5-Ring Pistons with 3/16" Oil Rings			18–1/8	12–3/16	L949	4949		1949
	H, XH	6	4 7/8	18–5/32	6–1/4				*12606
	H-400, HB4, HBS4	4	4 7/8	12–1/8	4–3/16 4–1/4		*5173		*2173
	HB600:	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
	HBS (Supercharged) H-600	6	4 7/8	18–1/8	6–3/16 6–1/4		*5176		*2176
	K-4	4	6 3/4	20–3/16	8–1/4				2177
	K-6	6	6 3/4	30–3/16	12–1/4				2178
	KO-4, L-4	4	7	20–3/16	8–1/4				2180
	KO-6, L-6	6	7	30–3/16	12–1/4				2181
	L-3	3	7	15–3/16	6–1/4				2179
	L-12	12	7	60–3/16	24–1/4				2182
	NH600, NHS600	6	5 1/8	18–5/32	6–1/4				*12624

*Sets No. 12606 and 12624 contain Keystone Rings for all grooves.
Sets No. 2173, 2176, 5173 and 5176 contain Keystone Rings for top groove only.

(Continued on next page)

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for CUMMINS-DIESEL ENGINES
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	U-1	1	4 1/2	5–1/8	1–3/16	L1164	5164		2164
	U-2	2	4 1/2	10–1/8	2–3/16	L1165	5165		2165
	U-3	3	4 1/2	15–1/8	3–3/16	L1166	5166		2166
	U-4	4	4 1/2	20–1/8	4–3/16	L1167	5167		2167
	U-6	6	4 1/2	30–1/8	6–3/16	L1168	5168		2168
	4HA, 4HB, 4HI, 4HP, 4HGA, 4HGD, 4HMR to Engine No. 9300	4	4 7/8	16–1/8	4–3/16		5169		2169
	4HA, 4HB, 4HI, 4HP, 4HGA, 4HGD, 4HMR to Engine No. 14993	4	4 7/8	12–1/8	4–3/16		5170		2170
	4HA, 4HB, 4HI, 4HP, 4HGA, 4HGD, 4HMR, after Engine No. 14993	4	4 7/8	12–1/8	8–3/16		5172		2172
	6HA, 6HB, 6HI, 6HP, 6HGA, 6HGD, 6HMR, to Engine No. 9300	6	4 7/8	24–1/8	6–3/16		5174		2174
	6HA, 6HB, 6HI, 6HP, 6HGA, 6HGD, 6HMR, after Engine No. 9300 (Built prior to March 1935):								
	For 4-Ring Pistons	6	4 7/8	18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
	6HA, 6HB, 6HI, 6HP, 6HGA, 6HGD, 6MR to Engine No. 14993 (Built after March, 1935)	6	4 7/8	18–1/8	6–3/16		4947		1947

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
.....	H-400, HB4, HBS4, HBS (Supercharged), H-600	4–6	4 7/8	3–1/8	1–3/16 1–1/4	.....	W-9409	.....	WB-1956
.....	HB600	6	4 7/8	3–1/8	1–3/16	.....	W-9409	.....	WB-1956
				3–1/8	2–3/16	.....	W-9409	.....	WB-1956

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
.....	AA400, 4 Cyl.; AA600, 6 Cyl.	4–6	V-1325	V-1325	.....	.....	.....	.....	.....
.....	H4, HA4, HB4, HMR400, 4 Cyl.; H6, HA6, HB6, HS6, HMR600, 6 Cyl.	4–6	V-1324	V-1324	.....	.....	.....	.....	.....

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1933–38	H, HA, HB, HMR400, from Engine No. 9300 to No. 9800	4	3343	See Note	3344	.100	3344	.100	3345	.100	3346	.100	2–4
1933–38	H, HA, HB, HMR600, from Engine No. 9300 to No. 9800	6	3343	See Note	3344	.100	3346	.100	3345	.100	3344 3346	.100 .100	3–5 4–6

☞ 3343 Copper Alloy Bearing is available .030 and .060 undersize.
3344, 3345 and 3346 Copper Alloy Bearings.

(Continued on next page.)

for CUMMINS-DIESEL ENGINES
MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1938–41	H, HA, HB, HMR400, after Engine No. 9800 (4½" Crankshaft)	4	3343	See Note	3347	See Note	3347	See Note	3348	See Note	3349	See Note	2–4
1938–41	H, HA, HB, HMR600, after Engine No. 9800 (4½" Crankshaft)	6	3343	See Note	3347	See Note	3349	See Note	3348	See Note	3347 3349	See Note	3–5 4–6
	☛3343 Copper Alloy Bearing is available .030 and .060 undersize. 3347, 3348, and 3349 are available .020, .030, and. 060 undersize.												
1938–41	A, AA400, AMR400	4	3350	See Note	3351	See Note	3351	See Note	3352	See Note	3351	See Note	2–4
1938–41	A, AA600, AMR600	6	3350	See Note	3351	See Note	3351	See Note	3352	See Note	3351	See Note	2–3–5–6
	☛3350 is available .020, .030, and .100 undersize. 3351 and 3352 are available .010, .020, .030, and .125 undersize.												

for DART TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1932–39	80, 80W, 60FWD, 4-6 Ton (Herc. YXC2):	6	4½						
	For Aluminum Pistons			18–⅛	6–3/16	L497	4497		797
	For Iron Pistons			18–3/16	6–3/16	L1359	5359		2359
1932–39	80, 80FWD, 100W, 5-7 Ton; 352 (Herc. RXC):	6	4⅝						
	For Aluminum Pistons			24–⅛	6–3/16		4921		1921
	For Iron Pistons			18–3/16	6–3/16		5330		2330
1932–41	50G Special, 60, 60G, 60FWD, 70, 70DR, 252, 1500, 2½-5½ Ton (Herc. WXC3):	6	4¼						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1934–44	30, 40 (Wauk. 6BK); 30G, 40G, 1½-3 Ton (Herc. JXC); For Iron Pistons	6	3¾	18–⅛	6–3/16	L862	4862		1862
1935–44	50G, 1000, 2½-5 Ton (Herc. JXD)	6	4	18–⅛	6–3/16	L858	4858		1858
1936–44	50G Special, 50GSP, 50SP, 60, 60G, 70-DR, 251, 252, 1500 (Wauk. 6MZ and 6MZR):	6	4¼						
	For 3-Ring Iron Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Iron Pistons			18–⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1938–41	30-G, 40-G (Wauk. 6BK) (Aluminum Pistons)	6	3¾	18–⅛	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1938–42	50G, 1000 (Wauk. 6BZ)	6	4	18–⅛	6–3/16	L848	4848		1848
1938–44	80W, 100W, 352 (Wauk. 6SRK) (Alum. Pistons)	6	4⅝	18–5/32	6–3/16		4471		771
1940–43	80W, 100W, 352 (6 WH.) (Herc. RXLD)	6	4¾						
	Aluminum Pistons with one 3/16" Oil Ring			24–⅛	6–3/16		4449		749
	Aluminum Pistons with two 3/16" Oil Rings			18–⅛	12–3/16		5025		2025
1940–44	80W, 100W, 200, 352, 353 (Wauk. SRKR):	6	4⅝						
	For 3-Ring Pistons			12–¼	6–¼		4470		770
	For 4-Ring Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771

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for DART TRUCK

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1932–39	80W, 60FWD, 4-6T	6	4 1/2	Hercules YXC2
1932–39	100W, 5-7T; 80, 80FWD, 6T, 352	6	4 5/8	Hercules RXC
1932–41	50G Spec. 2 1/2-5 1/2T; 60G, 3-5T; 60, 60FWD, 4T, 70DR, 3-5T; 252, 1500	6	4 1/4	Hercules WXC3
1934–46	30G, 1 1/2-2 1/2T; 40G, 2-3T	6	3 3/4	Hercules JXC
1935–46	50G, 2 1/2-5T; 1000	6	4	Hercules JXD
1935	80W, 4T	6	4 5/8	Hercules YXC3
1938–46	50G, 1000	6	4	Waukesha 6BZ
1940–46	100W; 352, 6-wh	6	4 3/4	Hercules RXLD
1940–46	50G Special, 252, 1500, 6OG, 70DR	6	4 1/4	Waukesha 6MZR
1940–46	80W, 100W, 352, 200, 353	6	4 5/8	Waukesha SRKR

for DAY-ELDER BUS & TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1933–38	60, 75, 76, 1–1 1/2 Ton (Herc. JXA)	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
1933–38	85, 86, 150, 151T, 1 1/2-3 Ton (Herc. JXB)	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1933–38	110, 111, 211T, 2-4 Ton (Herc. JXC):	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1933–38	240, 241, 285, 330D, 331D, 345, 402, 30, 30A, 30B, 30 Pass. Bus, 5-12 Ton (Herc. RXC):	6	4 5/8						
	For 5-Ring Pistons			24–1/8	6–3/16		4921		1921
	For 4-Ring Pistons			18–3/16	6–3/16		5330		2330
1933–38	130, 131, 251T, 2 1/2-5 Ton (Herc. WXC):	6	4						
	For Iron Pistons			18–3/16	6–3/16	L1120	5120		2120
	For Aluminum Pistons			18–1/8	6–3/16	L858	4858		1858
1933–38	131, 160, 161, 161S, 200, 201, 281T, 301D, 25A Bus, 25B, 3-7 Ton (Herc. WXC3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1936	160 (Herc. YXC):	6	4 3/8						
	For Iron Pistons			18–3/16	6–3/16	L1357	5357		2357
	For Aluminum Pistons			18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1937–38	121 (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1933–38	60, 1T; 75, 76, 1 1/2T	6	3 3/8	Hercules JXA
1933–38	85, 86, 1 1/2-2T; 150, 151T, 3T	6	3 5/8	Hercules JXB
1933–38	110, 111, 2-2 1/2T; 211T, 4T	6	3 3/4	Hercules JXC
1933–38	240, 241, 5-7T; 285, 331D, 8T; 345, 10T; 402, 12T; 30, 30A, 30B, 30 Pass. Bus	6	4 5/8	Hercules RXC
1933–38	130, 131, 2 1/2-3T; 251T, 5T	6	4	Hercules WXC
1933–38	160, 161, 3-3 1/2T; 200, 201, 4T; 281T, 6T; 301D, 25A, 25B, 7T	6	4 1/4	Hercules WXC3
1936	160	6	4 3/8	Hercules YXC
1937–38	121	6	4	Hercules JXD

for DELCO

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1916–33	850 Watt	1	2 1/2	3–3/16	.....	P-199AX	W-9193	Plug	.....
	☛ P-199AX is an All-Aluminum Original Type Piston.								
1920–33	600 Watt	1	2 1/2	3–3/16	.....	.....	W-9193	Plug	.....
1926–36	750 Watt, 800 Watt (Copper Finished Cylinder, Overhead Valves)	1	2 1/2	2–3/16	1–3/16	P-1029X	W-9193	Plug	.....
1933–36	800 Watt (L-Head Engine)	1	2 9/16	2–1/8	1–3/16	P-1158X	.....	.....	.....
1934–36	2000, 2500 Watt	4	2 1/2	2–1/8	1–3/16	P-1140X	.....	Osc.	.....
1934–36	5000, 6000 Watt	4	3	2–1/8	1–3/16	P-1138X	W-9289	Osc.	.....

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1934–36	5000, 6000 Watt (3" Cyl. Dia.)	4	V-1024	V-1025N	G-305	G-305	VS-298	VS-298	VK-127

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1926–34	750 Watt, 800 Watt (2 1/2" Cyl. Dia.)	1	2347	....	Main Bearings are Roller Type.								
1934–36	2000, 2500 Watt (2 1/2" Cyl. Dia.) (Upper Halves Only)	4	....	....	2908	.090	2908	.090	2909	.090	....	....	.....
	Bearing Shims	....	B-2042	.010	B-2577	.010	B-2577	.010	B-2577	.010	....	....	.....
1934–36	5000, 6000 Watt (3" Cyl. Dia.) (Upper Halves Only)	4	....	....	2751	.090	2751	.090	2752	.090	....	....	.....
	Bearing Shims	....	B-2043	.010	B-2125	.010	B-2125	.010	B-2125	.010	....	....	.....

for DE SOTO

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930	CK	6	3 1/8	12–1/8	6–1/8 6–5/32	L212	4212		512
1933	SD:								
	For Pistons with two 1/8" Comp. Rings	6	3 1/4	12–1/8	12–5/32	L207	4207	1507	507
				Chrome Rebore-Rebuild Set			C4207		
	For Pistons with one 3/32" and one 1/8" Comp. Rings	6	3 1/4	6–3/32 6–1/8	12–5/32	L327	4327	1627	627
	For Pistons with two 3/32" Comp. Rings	6	3 1/4	12–3/32	12–5/32	L339	4339	1639	639
				Chrome Rebore-Rebuild Set			C4339		
1934	Airflow SE to Engine 5474	6	3 3/8	12–1/8	6–1/8 6–3/16	L250	4250		550
1934–41	All Models after Engine 5474	6	3 3/8	12–1/8	12–5/32	L215	4215	1515	515
				Chrome Rebore-Rebuild Set			C4215		
1940–41	Canadian Models, S7, S8	6	3 3/8	6–3/32 6–1/8	12–5/32	L337	4337	1637	637
				Chrome Rebore-Rebuild Set			C4337		
1942–48	S10, S11, Custom DeLuxe	6	3 7/16	12–3/32	12–5/32	L347	4347	1647	647
				Chrome Rebore-Rebuild Set			C4347		

OVERSIZE SERVICE

All Ring Sets for DeSoto are available in Std., 20-30-40-60 thousands oversize.

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for DE SOTO

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1934	Airflow SE to Engine 5474	6	3 3/8	2–1/8	1–1/8 1–3/16	See Note	W-066N	LR-4	WB-1824
	NOTE: To replace Pistons use P-214AX in complete sets.								
1933	SD	6	3 1/4	2–3/32 2–3/32	2–5/32 2–5/32	P-171NTX P-337AX	W-9226 W-9226	LR-4 LR-4	WB-1824 WB-1824
1934–41	Airflow SE after Engine 5474, SG, S2; Airstream SF, S1; S3, S5, S6, S7, S7S, S8	6	3 3/8	2–1/8	2–5/32	P-214AX	W-066N	LR-4	WB-1824
	P-214AX is a U-Slot Cam Ground Original Type Piston.								
1942–48	S10, S11	6	3 7/16	2–3/32	2–5/32	P-339AX	W-066N	LR-4	WB-1824
	P-339AX is a Replacement Piston for U-Slot Type Pistons.								

CYLINDER SIZE INFORMATION

Not all DeSoto engines built since 1933 had standard size cylinders. The original cylinder size is indicated by the letters "A", "B" and "AB", immediately following the engine number. The letters in the circular pads at each end of the engine number pad are NOT part of the engine number and do NOT indicate cylinder size.

All engines with "B", or without any letter immediately following the engine number, originally had standard size cylinders. The letters "A" or "AB" immediately following the engine number indicate that the original cylinder diameter was .020 oversize.

OVERSIZE SERVICE PISTONS

"S" type Semi-Finished Pistons, turned to .035" oversize, are to be used for finishing Pistons from Standard to and including .020 oversize.

"OS" type Semi-Finished Pistons:

Stock No.	Supplied Semi-Finished	Will Finish
P-214AX "OS"	.075 O.S.	.025 to .060 oversize
P-337AX "OS"	.125 O.S.	.025 to .110 oversize
P-339AX "OS"	.125 O.S.	.025 to .110 oversize

PINS

W-066N and W-9226—Std.-1½-3-5-10-15-20 thousandths oversize.

DRY CYLINDER SLEEVES

YEAR	MODELS	No. Cyl.	Cyl. Dia.	Sleeve	Wall Thickness	Length
1934–41	Airflow SE, SG, S2; Airstream SF, S1; S3, S5, S6, S7, S7S, S8	6	3 3/8	SD-60	3/32	8 1/8" (Cut-to-Length)

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1934–41	All Models with 3 3/8" Motor, 6 cyl. (also Canadian Models)	T-Slot U-Slot T-Slot—U-Slot	3 3/8	PX-33 PX-31 PX-10*

Numbers marked with an asterisk * are U-TYPE EXPANDERS. Others are Shell Type.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1931–33	SA after Engine 7973; SC; SD to Engine SD2327	6	V-773	.....	G-293	G-293	VS-140	VS-140	VK-14
1933	SD after Engine SD2327	6	V-906	V-907N	G-293	G-293	VS-140	VS-140	VK-84
1934–36	Airflow SE; SG; Airstream SF	6	V-906	V-907N	G-293	G-293	VS-341	VS-341	VK-84
1936	Airstream S1; Airflow S2	6	V-1040	V-1041N	G-293	G-293	VS-341	VS-341	VK-84
1937–41	S3, S5, S6, S7, S7S, S8	6	V-1151-S Super Valve with Eatonite Face. V-1145	V-1142N	G-254	G-254	VS-348	VS-348	VK-84
1942–47	S10; S11 to Engine No. 65-075	6	V-1151-S Super Valve with Eatonite Face. V-1145	V-1333N	G-254	G-254	VS-348	VS-348	VK-84
1947–48	S11 after Engine No. 65-075	6	V-1151-S Super Valve with Eatonite Face. V-1145	V-1333N	.....	.....	VS-348	VS-348	VK-84

for DE SOTO

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	Location
1928–33	K, CK, SA, SC, SD	6	....	....	2045.060†	2046.060†	2047.060†	2046.060†					3
			MB-9→Con. Rod Bolt; MB-10 Con. Rod Bolt Nut.										
1934–36	Airflow SE, SG, S2; Airstream SF, S1	6	2530	See Note	2531	See Note	2532	See Note	2533	See Note	2532	See Note	3
			MB-13→Con. Rod Bolt; MB-10 Con. Rod Bolt Nut.										
1937–48	S3, S5, S6, S7, S7S, S8, S10, S11	6	2879S→Complete Set (6 Pair) Babbitt Lined Con. Rod Bearings. Available Std., .001 and .002 undersize.										
			2879 2960	See Note	2880	See Note	2880	See Note	2881	See Note	2880	See Note	3
			MB-13→Con. Rod Bolt for 1937; MB-10 Con. Rod Bolt Nut for 1937.										
	Camshaft Bearings		.....		MB-17 MB-17SF See Note		MB-27 MB-30 See Note		MB-28 MB-31 See Note				

☛Not all DeSoto engines built since 1933 were originally equipped with standard size Bearings. The original Bearing size is indicated by the letters A, B, and AB when they immediately follow the engine number. The letters in the circular pads at each end of the engine number pad are NOT part of the engine number and do NOT indicate Bearing size.

Standard size Bearings were originally used in all engines with "A" or without any letter immediately following the engine number. Engine numbers followed by "B" or "AB" indicate .010 undersize Rod and Main Bearings.

☛2530 Babbitt Lined is available .002, .010, .020, .030 and .060 undersize.

2531, 2532 and 2533 are available .002, .010, .020, and .060 undersize.

☛2879 Babbitt Lined is available .001, .002, .010, .020, .030 and .060 undersize.

2960 Copper Alloy Super Bearing is available .002, .010, .020, and .050 undersize.

2880 and 2881 are available .001, .002, .010, .020, .030, and .060 undersize.

MB-17, MB-27 and MB-28 are Precision, Split Type Camshaft Bearings, and are furnished in Finished or Standard size only.

MB-17SF, MB-30 and MB-31 are Ream Type Camshaft Bearings.

★Bearings marked † are supplied only in Undersize and NOT in Standard Size.

WATER PUMP PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1934–35	Airflow SE, SG	6	.....	PA-129	.....
1935	Airstream SF	6	.....	PA-128	..... PY-17 Pulley M-201 Pulley Hub
1936–48	Airstream S1, S3, S5, S6, S7, S7S, S8, S10, S11	6	PC-11	PA-117	MA-10 PY-17 Pulley M-201 Pulley Hub

FOR INTERCHANGEABILITY OF DESOTO PART NUMBERS WITH OUR PART NUMBERS SEE PAGE 62.

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for DIAMOND-T TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1931–39	210, 210FF, 210L, 210SF, 211A, 211AL, 211FF, 211FFD, 211FFL, 211FFS, 211SF, 211SFD, 211SFL, 211SFS, 212A, 212AL, 212B, 212BS, 216, 216B, 225, 225L, 226, 227, 227L, 228, 228S, 240, 240A, 241, 241L, 242, 243, 243L, 260, 261, 310L, 401, 402, 404, 405, 1202, 1-3 Ton (Herc. JXA)	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
1931–40	220, 220L, 221, 221S, 244, 244S, 262, 310, 310L, 311, 311B, 311C, 311DR, 313, 316, 325B, 325DR, 326B, 326DR, 406, 406S, 507, 509, 611, 1½-4 Ton (Herc. JXB)	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1932–41	312, 315C, 320, 326B, 326DR, 350, 351, 351B, 351C, 351DR, 353, 375, 376, 509H, 509HS, 607, 612, 613, 613DR, 2-4½ Ton (Herc. JXC)	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1934–41	352, 360, 609, 614, 614DR, 614HD, 614HS, 2-5 Ton (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1934–36	412B, 3-4 Ton (Herc. WXLC)	6	4	18–3/16	6–3/16	L1120	5120		2120
1934–47	412DR, 512B, 512DR, 702, 702C, 702SBD-1500, 702SD-3000, 802, 803, 803C, 804, 804C, 805, 805C, 805W, 806, 806C, 806H, 806W, 806W 252TW, 806W-DR, 806SBD-1500, 806SD-3000. (Herc. WXC3, WXLC3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1936	80, ¾ Ton (Herc. QXA-3)	6	3 1/8	18–1/8	6–3/16	L1325	5325		2325
1937–40	T80, 201, 307, ¾-1½ Ton (Herc. QXB-3):	6	3 1/4	18–1/8	6–3/16	L1326	5326		2326
1937–39	D20, 513, 1½-3½ Ton (Diesel) (Herc. DJXB)	6	3 1/2	24–1/8	12–3/16	L1290	5290		2290
1937–42	D30, 615, 615C, D615, D615C, 2½-4½ Ton. (Diesel) (Herc. DJXC)	6	3 3/4	24–1/8	12–3/16	L1292	5292		2292
1937–40	231, 301, 304, 305, 305C, 306C, 306SC, 332, 333, 401, 1-1½ Ton (Herc. QXC-3):	6	3 3/8						
	For Aluminum Pistons			18–1/8	6–3/16	L394	4394		694
	For Iron Pistons			18–1/8	6–3/16	L801	4801		1801
1939–47	406, 509, 509C, 509H, 509SC (Herc. CBJXB)	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1939–47	509, 509C, 509SC, 612, 612C, 612H, 612SC, 612SBD-1000 (6 WH.) (Herc. CBJXC)	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1939–47	509, 509H, 614, 614C, 614DR, 614H, 614HDR, 614SC, 614-252H, 614SBD1500 (6 WH.) (Herc. CBJXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1939–47	404, 404C, 404-H, 404-HH, 404-CH, 404SC, 404SCH (Herc. CBJXE3)	6	3 1/2	18–1/8	6 3/16	L442	4442		742
1939–47	201 (Herc. CBQXB3):	6	3 1/4	18–1/8	6–3/16	L1326	5326		2326
1939–41	201C, 305, 305C, 306, 306C, 306SC (Herc. CBQXC3):	6	3 3/8						
	For Aluminum Pistons			18–1/8	6–3/16	L394	4394		694
	For Iron Pistons			18–1/8	6–3/16	L801	4801		1801
1939–42	513, 513C, D513, D513C, (Diesel) (Herc. DJXBL)	6	3 1/2	24–1/8	12–3/16	L1290	5290		2290
1939–42	Pak-Age-Car, 91, 117, 1-Ton (Lyc. DC)	4	3 5/16	8–1/8	4–3/16	L976	4976		1976
1940–42	807, 807W (Cummins-Diesel AA600)	6	4	18–1/8	12–3/16	L949	4949		1949
1940–42	808, 808W (Diesel) (Herc. DRXB)	6	4 3/8	24–1/8	12–1/4	L1298	5298		2298

(Continued on next page)

for DIAMOND-T TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1940–46	900, 900W, 900W-353W, 900W-454W, 900SD-300PA, 900SD-3010PA (6WH.) (Herc. RXLC)	6	4 5/8	24–1/8	6–3/16		4921		1921
1941–47	201, 201C, 201D, 201S, 306, 306D, 306H, 306S, 306SC (Herc. CBQXD3)	6	3 7/16	18–1/8	6–3/16	L1328	5328		2328
1941–46	910, 910SD-454, 910SD-462W, 910SW-456W, 910SW-3002PA, 910SW-3012PA, (Cummins-Diesel HB600):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1941	980, 981, 6X4 (Herc. DFXE)	6	5 5/8	24–1/8	12–1/4				772
1941	967, 6X6 (Herc. RXB)	6	4 1/2	24–1/8	6–3/16	L920	4920		1920
1941–46	968A, 969A, 970A, 6X6 (Herc. RXC) (Aluminum Pistons)	6	4 5/8	24–1/8	6–3/16		4921		1921
1946–47	901, 901SD-3010PA, 901SW-3012PA (Cont. R6572)	6	4 3/4	18–3/32	6–1/4 6–3/16		42561		12561
1947	702, 806 (Herc. WXLD)	6	4 1/4	6–3/32 6–1/8	6–3/16	L2578	42578		12578

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1931–39	210L, 211AL, 212AL, 225L, 1202, 1T & TT; 210FF, 210SF, 211FFD, 211FFL, 211FFS, 211SFD, 211SFL, 211SFS, 216, 1-1 1/2T & TT; 210, 211FF, 211SF, 212A, 212B, 216B, 225, 226, 227L, 228, 241L, 243L, 310L, 1 1/2T & TT; 240, 240A, 241, 242, 1 3/4T & TT; 260, 261, 310, 311, 2T; 212AS, 1 1/2-2T; 211A, 212BS, 1 1/2-3T; 227, 228S, 243, 401, 402, 404, 405, 1 1/2-3T	6	3 3/8	Hercules JXA
1931–47	220, 220L, 221, 221S, 244, 244S, 362, 310, 310L, 311, 311B, 311C, 311DR, 313, 316, 325B, 325DR, 326B, 326DR, 406, 406S, 507, 509, 509C, 509H, 509SC, 611, 1 1/2-4T	6	3 5/8	Hercules JXB
1932–47	326B, 326DR, 350, 351, 351B, 351C, 2 1/2T & TT; 351DR, 375, 376, 3T; 312, 315C, 320, 351C, 353, 509H, 509HS, 607, 612, 612C, 612H, 612SC; 612SBD-1000 (6 wh.), 613, 613DR, 613 Spec., 2-4 1/2T	6	3 3/4	Hercules JXC
1934–47	352, 360, 609, 614, 614DR, 614H, 614HD, 614HDR, 614HS, 614SC; 614-252H, 614SBD-1500 (6 wh.), 614 Spec., 2-5T	6	4	Hercules JXD
1934–36	412B, 3-4T	6	4	Hercules WXLC
1934–47	512B, 412DR, 512DR, 702, 702C, 802, 803, 803C, 804, 804C, 805, 805C, 805W, 806, 806C, 806H, 806W, 806W-DR, 806W-252TW, 806SBD-1500, 806SD-3000 (6 wh.), 3-6 1/2T	6	4 1/4	Hercules WXLC3
1936	80, 3/4T	6	3 1/8	Hercules QXA3
1937–47	T80, 3/4T; 201, 307, 1-1 1/2T	6	3 1/4	Hercules QXB3
1937–39	D20, 1 1/2-3T; 513, 2-3 1/2T	6	3 1/2	Hercules (Diesel) DJXB
1937–46	D30, 615, 615C, D615, D615C, 2 1/2-4 1/2T	6	3 3/4	Hercules (Diesel) DJXC
1937–40	201C, 231, 301, 304, 305, 305C, 306, 306C, 306SC, 332, 333, 401, 1-1 1/2T	6	3 3/8	Hercules QXC3
1939–47	404, 404C, 404H, 404HH, 404CH, 404SC, 404SCH	6	3 1/2	Hercules JXE3
1939–46	513, 513C, D513, D513C	6	3 1/2	Herc. (Diesel) DJXBL
1940–46	807, 807W	6	4	Cum. (Diesel) AA600
1940–46	808, 808W	6	4 3/8	Hercules DRXB
1940–46	900, 900SD-454, 900SD-300, 900SD-3000PA, 900W, 900W-353W, 900W-454W (6 wh.); 980, 981	3	4 5/8	Hercules RXLC
1940–46	702, 2 1/2 Ton; 702SBD1500, 702SD3000 (6 wh.)	6	4 1/4	Herc. CBWXC3
1941	980	6	5 5/8	Herc. (Diesel) DFXE
1941–46	201, 201C, 306, 306SC	6	3 7/16	Herc. CBQXD
1941–46	910, 910SD454, 910SW-3002PA, 910SD-462W (6 wh.)	6	4 7/8	Cum. (Diesel) HB600
1941–46	967	6	4 1/2	Herc. RXB
1941–46	968A, 969A, 970A	6	4 5/8	Herc. RXC
1946–47	901, 901SD3010PA, 901SW3012PA	6	4 3/4	Cont. R6572

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for DITTMAR BUS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1937	BC-25P (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1937	C-25P (Herc. WXLC-3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1937	B-25P, C-327 (Chev. 216)	6	3 1/2	12–1/8	6–3/16	L205	4205	1505	505
				Chrome Rebore-Rebuild Set C4205					
1938–39	BT, BP (I. H. C. FAB 241)	6	3 3/8	18–1/8	6–3/16	L825	4825		1825
				Chrome Rebore-Rebuild Set C4825					
1938–39	C (I. H. C. FBB 361)	6	4 1/8	18–1/8	6–3/16	L878	4878		1878
				Chrome Rebore-Rebuild Set C4878					

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1937	BC-25P	6	4	Hercules JXD
1937	C-25P	6	4 1/4	Hercules WXLC-3
1937	B-25P, C-327	6	3 1/2	Chev. 216
1938–39	BT, BP	6	3 3/8	I. H. C. FAB-241
1938–39	C	6	4 1/8	I. H. C. FBB-361

for DIVCO TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1926–34	A, B, BB, C, G, GB, H, HB, M, 1-1 1/2 Ton (Cont. H8)	4	3 3/8	8–1/8	4–3/16	L943	4943		1943
1929	B29, 1 1/2 Ton (Cont. W9)	4	3 7/8	12–1/8	4–5/32	L365	4365		665
1932–34	J32, K32, K33, K34, 1 1/2-2 Ton (Cont. 25A)	6	3 3/8	12–1/8	6–1/8 6–5/32	L372	4372		672
1934–35	Q34, Q35, 1 1/2 Ton (Cont. W10)	4	3 7/8	8–1/8	4–1/8 4–3/16	L364	4364		664
1934–37	R34, R35, S (Cont. C400):	4	3 3/8						
	For 3-Ring Pistons			8–1/8	4–3/16	L943	4943		1943
	For 4-Ring Pistons			12–1/8	4–3/16	L931	4931		1931
1938–46	U, UB, UM6, UM140, 1/2-1 Ton (Cont. F4140):	4	3 3/16						
	For Iron Pistons with one 3/16" Oil Ring			12–1/8	4–3/16	L853	4853		1853
	For Iron Pistons with one 1/4" Oil Ring			12–1/8	4–1/4	L1479	5479		2479
1938–47	U, UL, UM7, UM162, 3/4-1 Ton (Cont. F4162):	4	3 7/16						
	For Iron Pistons with one 3/16" Oil Ring			12–1/8	4–3/16	L881	4881		1881
	For Iron Pistons with one 1/4" Oil Ring			12–1/8	4–1/4	L1482	5482		2482
	For Aluminum Pistons			12–3/32	4–1/4	L2588	42588		12588
1941–46	ULM, ULM4, ULR, 1 1/2 Ton (Cont. F6218)	6	3 1/4	18–1/8	6–3/16	L1326	5326		2326

for DIVCO TRUCK

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1934–37	R34, R35; S, 1–1½ Ton (Cont. C400)	4	3 3/8	2–1/8	1–3/16	Use Piston P-1223X	W-066N	LR-4	WB-1571
				3–1/8	1–3/16	P-1223X	W-066N	LR-4	WB-1571
1938–46	U, UB, UM6, UM140, ½-1 Ton (Cont. F4140)	4	3 3/16	3–1/8	1–3/16	P-1240X	W-9374	LR-4	WB-1877
				3–3/32	1–1/4	P-222AX	W-9295	LR-53	WB-1877
1938–46	U, UL, UM162, ¾-1 Ton (Cont. F4162)	4	3 7/16	3–1/8	1–3/16	P-1241X	W-066N	LR-4	WB-1877
1946	ULM (Cont. F6226)	6	3 5/16	3–1/8	1–1/4		W-8035		WB-1877

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1926–34	A, B, BB, C, G, GB, H, HB, M, 1–1½ Ton (Cont. H8, W9)	4	V-777						VK-13
1932–34	J32, K32, K33, K34, 1½-2 Ton (Cont. 25A)	6	V-723						VK-13
1935–37	R34, R35, 1½ Ton; S, 1 Ton. (Cont. (C,400)	4					VS-262	VS-262	VK-41
1938–46	U, UB, UL, UM140, UM162, ½-1 Ton. (Cont. F4140, F4162)	4	V-1273	V-1274N	G-374	G-374	VS-339	VS-339	VK-147
1946–48	ULM (Cont. F6226)	6		V-1274N	G-374	G-374			

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1934–35	Q34,Q35, 1½ Ton (Cont. W10)	4			2517	.090†	2518	.090†	2518	.090†			
1934–37	R34, R35, S, 1-1½ Ton (Cont. C400).	4			2937	.060	2938	.060	2939	.060			
1938–47	U, UB, UL, UM140, UM162, ½-1 Ton. (Cont. F4140, F4162)	4	2766 For Rods No. 1-3 2767 For Rods No. 2-4										
						.002		.002		.002			
						.020		.020		.020			
					2691	.060	2935	.060	2693	.060			
	☛2766 and 2767 are available .002, .010, .020 and .060 undersize.												
1941–47	ULM, ULR, 1½ Ton (Cont. F6218)	6	2766 For Rods No. 1-3-5 2767 For Rods No. 2-4-6										
						.002		.002		.002		.002	
						.020		.020		.020		.020	
					2691	.060	2692	.060	2693	.060	2692	.060	3

☛2766 and 2767 are available .002, .010, .020 and .060 undersize.

★Bearings marked † are supplied only in Undersize and NOT in Standard Size.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1938–47	U, UB, UL, UM140, UM162, ½-1 Ton, 4 cyl. (Cont. F4140, F4162), ULM, ULR, 1½ Ton, 6 cyl. (Cont. F6218)	4–6			M-139 Complete Seal

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for DODGE PASS. CAR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Piston Ring Set Numbers: Rebore-Rebuild Sets With Expanders (Iron)	Piston Ring Set Numbers: Service Special Sets With Expanders (Steel)	Piston Ring Set Numbers: Factory Type Sets Without Expanders (Iron)
1930	DD, DF Taxi (for Pistons with one 1/8" and one 5/32" Oil Ring Grooves)	6	3 1/8	12–1/8	6–1/8 6–5/32	L212	4212		512
1931–34	DH, DL, DR, DS (for Pistons with 2–5/32" Oil Ring Grooves)	6	3 1/4	12–1/8	12–5/32	L207	4207	1507	507
				Chrome Rebore-Rebuild Set C4207					
1933	DP	6	3 1/8						
	For Pistons with 1/8 and 5/32" Oil Rings			12–1/8	6–1/8 6–5/32	L212	4212		512
	For Pistons with 2–5/32" Oil Rings			6–3/32 1–1/8	12–5/32	L332	4332	1632	632
1934–38	Canadian Models: D6, D7, DT, DV, D3, D4, D9, D10 up to Engine No. D9C1001, D10C1001:	6	3 1/8						
	For Pistons with 1/8" Comp. Rings			12–1/8	12–5/32	L206	4206	1506	506
	For Pistons with 3/32" Comp. Rings			12–3/32	12–5/32	L350	4350	1650	650
1935–40	DU, D2, D5, D8, D11, D14, D17	6	3 1/4	12–1/8	12–5/32	L207	4207	1507	507
				Chrome Rebore-Rebuild Set C4207					
1938–40	Canadian Models: D8, D9, D10 after Engine Nos. D8C-1001, D9C-1001, D10C1001; D11, D12, D13, D14 up to Engine No. 3614 and after Engine No. 3670; D15 up to Engine No. 4519 and after Engine No. 4677; D16 up to Engine No. 9396 and after Engine No. 9753	6	3 3/8	12–1/8	12–5/32	L215	4215	1515	515
				Chrome Rebore-Rebuild Set C4215					
1940–41	Canadian Models D14 from Engine No. C3614 to C3670, D15 from Engine No. C4519 to C4677, D16 from Engine No. C9396 to C9753, D19, D20, D21	6	3 3/8	6–3/32 6–1/8	12–5/32	L337	4337	1637	637
				Chrome Rebore-Rebuild Set C4337					
1941	D19	6	3 1/4	6–3/32 6–1/8	12–5/32	L327	4327	1627	627
1942–48	D22, D24	6	3 1/4	12–3/32	12–5/32	L339	4339	1639	639
				Chrome Rebore-Rebuild Set C4339					
1942–48	Canadian Models: D22, D23, D24, D25, T112, T116	6	3 3/8	12–3/32	12–5/32	L349	4349	1649	649
				Chrome Rebore-Rebuild Set C4349					

OVERSIZE SERVICE

All Ring Sets for Dodge are available Std.-20-30-40-60 thousands oversize.

for DODGE

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1932–40	DL, DR, DS, DU, D2, D5, D8, D11, D14, D17, 6 cyl.	Wide Strut & Autothermic	3 1/4	PX-22
1933–38	1933 DP, 6 cyl.; 1933-38 Canadian Models DP, D6, D7, DT, DV, D3, D4, D9, D10 up to Engine No. D9C1001-D10C1001	T-Slot T-Slot U-Slot U-Slot	3 1/8	PX-40 PX-3* PX-5* PX-48
1937–48	D5, D8, D11, D14, D17, D19, D22, D24, 6 cyl.	U-Slot	3 1/4	PX-23
1938–48	Canadian Models D8, D9, D10 after Engine Nos. D8C1001, D9C1001, D10C100; D11, D12, D13, D14, D15, D16, D19, D20, D21, D22, D23	U-Slot	3 3/8	PX-31 PX-10*
1941	D19, 6 cyl.	T-Slot	3 1/4	PX-24

Numbers marked with an asterisk (*) are U-Type Expanders, others are Shell Type.

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1928–30	Senior Six after Car Serial IS24720; 2251, 2252; Victory Six 130, 131; Standard Six 140, 141; Six DA, Senior Six DB	6	3 3/8	2–1/8	1–1/8 1–5/32	P-66NX	W-066N	LR-4	WB-1571
				2–1/8	1–1/8 1–5/32	P-961X	W-066N	LR-4	WB-1571
	☛P-66NX is a Narrow Strut Nelson Bohnalite Original Type Piston; P-961X is a Gray Iron Optional Piston.								

CYLINDER SIZE INFORMATION

Not all Dodge engines built since 1933 had standard size cylinders. The original cylinder size is indicated by the letters "A", "B" and "AB" immediately preceding or following the engine number. The letters in the circular pads at each end of the engine number pad are NOT part of the engine number and do NOT indicate cylinder size.

All 1934 engines with "B" or without any letter immediately preceding the engine number, originally had standard size cylinders. The letters "A" or "AB" immediately preceding the engine number indicate that the original cylinder diameter was .020 oversize.

All engines built since 1934 with "B" or without any letter immediately following the engine number, originally had standard size cylinders. The letters "A" or "AB" immediately following the engine number indicate that the original cylinder diameter was .020 oversize.

1933	DP	6	3 1/8	2–1/8	1–1/8 1–5/32	.....	W-9170	LR-4	WB-1824
				1–3/32 1–1/8	2–5/32	P-207ARX	W-9170	LR-4	WB-1824
	☛P-207ARX is a U-Slot Cam Ground Optional Piston, supplied tin plated in finished size.								
1934	DR, DS	6	3 1/4	1–1/8 2–.094	1–5/32	See Note	W-9226	LR-4	WB-1824
	☛NOTE: To replace Pistons Use P-171NTX or P-337AX in complete sets.								
1935–40	DU, D2, D5, D8, D11, D14, D17	6	3 1/4	2–1/8	2–5/32	See Note	W-9226	LR-4	WB-1824
	☛NOTE: To replace Pistons Use P-171NTX or P-337AX in complete sets.								
1941	D19	6	3 1/4	1–3/32 1–1/8	2–5/32	See Note	W-9226	LR-4	WB-1824
	☛NOTE: To replace Pistons use P-171NTX or P-337AX in complete sets.								

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PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1942–48	D22, D24	6	3 1/4	2–3/32	2–5/32	P-171NTX	W-9226	LR-4	WB-1824
				2–3/32	2–5/32	P-337AX	W-9226	LR-4	WB-1824

☞ P-171NTX and P-337AX are Original Type Pistons interchangeable in Complete Sets. P-171NTX is a Cam Ground Autothermic Nelson Bohnalite Piston, Original Type to Engine D22-23528. P-337AX is a Cam Ground U-Slot Piston, Original Type for Engines after D22-23528 or Engines having letter "S" following Engine number.

OVERSIZE SERVICE

PISTONS

"S" type Semi-Finished Pistons, turned to .035" oversize are to be used for finishing Pistons from Standard to and including .020 oversize.

"OS" type Semi-Finished Pistons:

Stock No.	Supplied Semi-Finished	Will Finish
P-207ARX "OS"	.100 O.S.	.025 to .085 oversize
P-337AX "OS"	.125 O.S.	.025 to .110 oversize

PINS

W-066N, W-9170 and W-9226—Std.-1 1/2-3-5-10-15-20 thousandths oversize.

DRY CYLINDER SLEEVES

YEAR	MODELS	No. Cyl.	Cyl. Dia.	Sleeve	Wall Thickness	Length
1932–48	DK, DO, 8 cyl.; DL, DR, DS, DU, D2, D5, D8, D11, D14, D17, D19, D22, D24, 6 cyl.	6–8	3 1/4	SD-59	3/32	8 1/16" (Cut-to-Length)

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1931–32	DH, after Engine 15684; DL	6	V-773	.....	G-293	G-293	VS-140	VS-140	VK-14
1933	DO	8	.....	.....	G-293	G-293	VS-140	VS-140	VK-84
1933–40	DP, DR, DS, DU, D2, D5, D8, D11, D14, D17	6	V-890	V-891N	G-254	G-254	VS-247	VS-247	VK-84
1941	D19	6	V-890	V-891N	G-254	G-254	VS-348	VS-348	VK-84
1942–48	D22, D24	6	V-1334	V-1335N	G-254	G-254	VS-348	VS-348	VK-84

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1930–32	DD, DF Taxi, DH, DJ Taxi, DL	6	....	....	2045.060†	2046.060†	2047.060†	2046.060†					3

MB-9 → Con. Rod Bolt; MB-10 → Con. Rod Bolt Nut.

☞ Not all Dodge Pass. Car engines built since 1932 were originally equipped with standard size Bearings. The original Bearing size is indicated by the letters A, B, AB, and C when they either immediately PRECEDE the Engine number prefix or immediately FOLLOW the Engine number.

The letters in the circular pads at each end of the engine number pad are NOT part of the engine number and do NOT indicate Bearing size.

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for DODGE

MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1933	DP	6	2507S→Complete Set (6 pair) Babbit-Lined Con. Rod Bearings. Available Std., .001, and .002 undersize.										
			2507	See Note	2519	See Note	2520	See Note	2915	See Note	2520	See Note	3
			MB-9→Con. Rod Bolt; MB-10 Con. Rod Bolt Nut.										
	Camshaft Bearings	....	....	....	MB-17 See Note		MB-18 See Note		MB-19 See Note		....	....	.....
1934–48	DR, DS, DU, D2, D5, D8, D11, D14, D17, D19, D22, D24	6	2568S→Complete Set (6 pair) Babbitt-Lined Con. Rod Bearings. Available Std., .001, and .002 undersize.										
			2568	See Note	2569	See Note	2570	See Note	2571	See Note	2570	See Note	3
			MB-9→Con. Rod Bolt for 1934-37; MB-10 Con. Rod Bolt Nut for 1934-37.										
	Camshaft Bearings	....	....	....	MB-17 See Note		MB-18 See Note		MB-19 See Note		....	....	.....

☛2507 Babbitt Lined is available .001, .002, .003, .005, .010, .020, .030, and .060 undersize Inside Diameter with Standard Outside Diameter; or with Std., .002, .010 and .060 Undersize Inside Diameter with .005 Oversize Outside Diameter.

2519, 2520, and 2915 Babbitt Lined are available .001, .002, .010, .020, .030, .060 and .100 undersize.

☛Standard size Bearings were originally used in all "DP" engines with "A" or without any letter immediately FOLLOWING the engine number.
Engine numbers FOLLOWED by—
"B" indicate .010 undersize Rod and Main Bearings.
"AB" indicate .010 undersize Inside Diameter and .005 oversize Outside Diameter Rod Bearings and .010 undersize Main Bearings.
"C" indicate Standard Inside Diameter and .005 oversize Outside Diameter Rod Bearings, and Standard Main Bearings.

☛2568 Babbitt Lined is available with .001, .002, .003, .005, .010, .020, .030, and .060 Undersize Inside Diameter with Standard Outside Diameter; or with Std., .002, .010 and .060 Undersize Inside Diameter with .005 Oversize Outside Diameter.

2569, 2570, and 2571 Babbitt Lined are available .001, .002, .010, .020, .030, and .060 undersize.

☛MB-17, MB-18 and MB-19 are Precision, Split Type Camshaft Bearings, which require no reaming for standard size Camshafts. Also available Semi-finished with approximately .010 reaming stock.

☛Standard size Bearings were originally used in 1934-42 engines with "A" or without any letter immediately PRECEDING or FOLLOWING the engine number. Engine numbers PRECEDED or FOLLOWED by "B" or "AB" indicate .010 undersize Rod and Main Bearings.

★Bearings marked † are supplied only in Undersize and NOT in Standard Size.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1933	DP	6	PC-5	PA-117	.....
1934	DR, DS	6	PC-8	PA-117	.....
1935–48	DU, D2, D5, D8, D11, D14, D17, D19, D22, D24	6	PC-11	PA-117	MA-10 PY-17 Pulley M-201 Pulley Hub

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for DODGE TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–32	UF10, UF30, UF31; Merchants Express, U124, U133; UG20, UG21, UG30, UG31, UG43, UG44, UGS50, UGS55, ½-2 Ton	4	3 5/8	8–1/8	4–1/8 4–5/32	L273	4273		573
1931–34	F10, F30, F31 to Engine 6108, ½-1½ Ton; G20, G21, G30, G31, GS50 after Serial 8482341; H20, H21, H30, H30USA, H31, H31X, ½-1½ Ton; HC, HCL, KC to Serial T5-10066, KCL to Serial 8029153 and to Serial 9202455, ½ Ton.	6	3 1/8	12–1/8	6–1/8 6–5/32	L212	4212		512
1931–37	F40, F41, F42, F60, F61, F62, F80, F81, K50 to K52; K52 Spec.; K50V to K53V, K55USA, K60V to K63V; K70, K71, K72, K72XF, K72XG, LM70, LM71, T36, 2-4 Ton	6	3 5/8	18–1/8	12–1/8	L492	4492		792
1931–40	1931-36, F10, F30, F31 after Engine 6108; G20, G21, G30, G31, GS50 to Serial 8482341; KCL from Serial 8029153 to 8036294 and from Serial 9202455 to 9202946; G22, G43, G44, GS55, H22, H33, H34, H34X, H43, H44, H44X, K19 to K21, K19V; K20X, K21X; K30 to K34; K32V to K34V, K34NC1; K32USA, K33XUSA, KH31USA, LE31USA; LF28 to LF39; LF37NC School Bus, ½-2 Ton; All 1939-40, TD15 to TD21; VD15 to VD21, ¾-1 Ton (for Pistons with two 1/8" Comp. and two 5/32" Oil Ring Grooves)	6	3 1/4	12–1/8	12–5/32	L207 Chrome Rebore-Rebuild Set C4207	4207	1507	507
1933–40	Canadian Models: HC, HCL, KC, KH15, KH16, KH22V, LC, LE15, LE16	6	3 1/8	12–3/32	12–5/32	L350	4350	1650	650
1934–36	KC after Engine T5-10066; KC Spec. USA, KCL after Serial 8036294 and after Serial 9202946; ½ Ton	6	3 1/8	12–1/8	12–5/32	L206	4206	1506	506
1934–40	1934-36; KCL Spec. USA, KCL1 USA; KH15 to KH33, KH31 USA; KH16V to KH33V; KH32V USA; LC, LC USA; LE15 to LE32, LE31 USA; LE32 USA; ½-1½ Ton; 1939-40, TC, VC, T202, ½ Ton	6	3 1/8	12–1/8	12–5/32	L206	4206	1506	506
1934–41	All Models with 3 3/8" Engine ½-2 Ton	6	3 3/8	12–1/8	12–5/32	L215 Chrome Rebore-Rebuild Set C4215	4215	1515	515
1938	RZ65, 66, 67, 68 (Herc. Diesel DJXC)	6	3 3/4	24–1/8	12–3/16	L1292	5292		2292
1939–46	Diesel TKD60 to TKD63; TLD50 to TLD53; VKD60 to VKD63; VLD50 to VLD53; WKD60 to WKD63; WLD50 to WLD53, 2-3 Ton	6	3 3/4	18–1/8	12–3/16	L355	4355		655
1938–41	MK60 to MK63; ML50 to ML53; RK60 to RK63; RL50 to RL53; RO55 to RO58; RP65 to RP68; RX70, RX71; TK60 to TK63; TK62X, TK63X; TL50 to TL53; VK60 to VK63; VL50 to VL53; WK60 to WK63; WL50 to WL53; 2-4 Ton	6	3 3/4	12–1/8	12–3/16	L908	4908		1908
1941	All WC Series to Engine 42001, ½ Ton	6	3 1/8	6–3/32 6–1/8	12–5/32	L332	4332	1632	632
1940–41	T207, T211; WD15 to WD21 to Engine 42001, ¾-1 Ton	6	3 1/4	6–3/32 6–1/8	12–5/32	L327	4327	1627	627

(Continued on next page)

for DODGE TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1941	Canadian Models: DC1 to DC7, DCM3, DCM4, DCM7	6	3 3/8	6–3/32 6–1/8	12–5/32	L337	4337	1637	637
				Chrome Rebore-Rebuild Set C4337					
1942–46	Canadian Models: DD1, DD2, DD3, DDM3; Industrial Engines (Canadian) T-112, T-116, T-118E, T-128E	6	3 3/8	12–3/32	12–5/32	L349	4349	1649	649
				Chrome Rebore-Rebuild Set C4349					
1942–47	WC, WD15 after Engine 42001, T112 (Iron Pistons); WD20, WD21, (Aluminum Pistons), T116, T211, T214, T215, all after Engine 42001, 1/2-1 Ton	6	3 1/4	12–3/32	12–5/32	L339	4339	1639	639
				Chrome Rebore-Rebuild Set C4339					
1942–47	WF, WFA, WFAX, WFMX, WFX (T118); WFM, WFMA, WFMX, WFMAX (T128); WG, WGA, WGAX, WH, WHA, WHAX (T120); WGM, WGMA, WGMAX, WHM, WHMA, WHMAX (T130); all after Engine 42001, 1-2 Ton; Canadian Models: DD4, DD5, DD6, DD7, DD7S, DDM4, DDM7, DD4-S, DD6-S; Industrial Engines (Canadian): T-118G, T-110, T-120, T128G, T-130	6	3 7/16	12–3/32	12–5/32	L347	4347	1647	647
				Chrome Rebore-Rebuild Set C4347					
1943–47	All Models using own Diesel, T126, IND-10	6	3 3/4	6–3/32 12–1/8	6–1/4	L2571	42571		12571
1946–47	WJ, WJA, WK, WKA, WR, WRA, Trucks; WJ-59-S, Bus. T135, T136	6	3 3/4	6–3/32 12–1/8	6–1/4	L2571	42571		12571

OVERSIZE SERVICE

All Ring Sets for Dodge Truck are available Std.-20-30-40-60 thousands oversize.

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1932–40	1/2 to 2 Ton Models with 3 1/4" Motor, 6 cyl.	Wide Strut & Autothermic	3 1/4	PX-22
1933–36	HC, HCL, KC, KCL, 1/2 Ton, 6 cyl.	T-Slot	3 1/8	PX-40
1934–41	All 1/2-1 1/2 Ton, 6 cyl. Models with 3 1/8" Motor	T-Slot	3 1/8	PX-40
		T-Slot		PX-3*
		U-Slot		PX-5*
		U-Slot		PX-48
1934–41	All 1/2-2 Ton, 6 cyl. Models with 3 3/8" Motor (also Canadian Models 1942-46, DD1, DD2, DD3, DDM3)	T-Slot	3 3/8	PX-33
		U-Slot		PX-31
		T-Slot—U-Slot		PX-10*
1941	WD15 to WD21 (with Aluminum Pistons), 6 cyl.	T-Slot	3 1/4	PX-24
1942–47	WC, WD15, WD20, WD21 (with Aluminum Pistons), 6 cyl.	U-Slot	3 1/4	PX-23

Numbers marked with an asterisk (*) are U-Type Expanders, others are Shell Type.

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PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
	CYLINDER SIZE INFORMATION Not all Dodge Truck engines built since 1933 had standard size cylinders. The original cylinder size is indicated by the letters "A", "B" and "AB", immediately preceding or following the engine number. The letters in the circular pads at each end of the engine number pad are NOT part of the engine number and do NOT indicate cylinder size. All 1934 to early 1936 engines with "B" or without any letter immediately preceding the engine number, originally had standard size cylinders, while those having engine numbers immediately preceded by "A" or "AB" had .020 oversize cylinders. All engines built since June, 1936 with "B" or without any letter immediately following the engine number, originally had standard size cylinders. The letters "A" or "AB" immediately following the engine number indicate that the original cylinder diameter was .020 oversize.								
1928–31	ED, JD, OD, TD, YD, after Engine 7001; BE, DET, GE, HE, IE, LE, ME, OE, RE, SE, TE, Merchants Express, 135, 150, 165, 185, DA120, DA124, DA130, DA133, DA140, DA150, DA165, DB1, F35, F36, 1½-3 Ton; JE, YE, 880, 881, Bus; 883, 884, 885, 886, School Bus.....	6	3⅜	2–⅛	1–⅛ 1–5/32	P-66NX	W-066N	LR-4	WB-1571
				2–⅛	1–⅛ 1–5/32	P-961X	W-066N	LR-4	WB-1571
	☛P-66NX is a Narrow Strut Nelson Bohnalite Original Type Piston; P-961X is a Gray Iron Optional Piston.								
1930–32	UF10, UF30, UF31; Merchants Express, U124, U133; UG20, UG21, UG30, UG31, UG43, UG44, UGS50, UGS55, ½-2 Ton.....	4	3⅝	2–⅛	1–⅛	Use Piston P-33AX	W-7070	Osc.	.....
				2–⅛	1–⅛ 1–5/32	P-33AX	W-7070	Osc.	.....
	☛P-33AX is an Aluminum Split Skirt Original Type Piston.								
1931–32	F10, F30, F31, after Engine 6108, ½-1½ Ton.....	6	3¼	2–⅛	1–⅛ 1–5/32	.....	W-9226	LR-4	WB-1824
				2–⅛	2–5/32	.....	W-9226	LR-4	WB-1824
1932–34	G20, G21, G30, G31, GS50, after Serial 8482341; H20, H21, H30, H30 USA, H31, H31X, 1-1½ Ton.	6	3⅛	2–⅛	1–⅛ 1–5/32	.....	W-9170	LR-4	WB-1824
				1–3/32 1–⅛	2–5/32	P-207ARX	W-9170	LR-4	WB-1824
	☛P-207ARX is a U-Slot Cam Ground Optional Piston, supplied tin plated in finished size.								
1932–40	1932-36, G20, G21, G30, G31, GS50, to Serial 8482341; KCL from Serial 8029153 to 8036294 and from Serial 9202455 to 9202946; G22, G43, G44, GS55, H22, H33, H34, H34X, H43, H44, H44X, K19 to K21, K19V; K20X, K21X; K30 to K34; K32V to K34V, K34NC1; K32USA, K33XUSA, KH31USA, LE31USA; LF28 to LF39; LF37NC School Bus, ½-2 Ton; 1939-40 TD15 to TD21; VD15 to VD21, ¾-1 Ton..	6	3¼	2–⅛	2–5/32	See Note	W-9226	LR-4	WB-1824
	☛NOTE: To replace Pistons use P-171NTX or P-337AX in Complete Sets.								
1933–34	HC, HCL; KC to Engine T5-10066; KCL to Serial 8029153 and to Serial 9202455, ½ Ton...	6	3⅛	2–⅛	1–⅛ 1–5/32	See Note	W-9170	LR-4	WB-1824
	☛NOTE: To replace Pistons use P-207ARX in complete sets.								

(Continued on next page)

for DODGE TRUCK

PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1934–40	1934-36, KC after Engine T5-10066; KC Spec. USA, KCL after Serial 8036294 and after Serial 9202946; KCL Spec. USA, KCL1 USA; KH15 to KH33; KH31 USA; KH16V, to KH33V; KH32V USA; LC, LC USA; LE15 to LE32; LE31 USA, LE32 USA, ½-1½ Ton; 1939-40 TC, VC, T202, ½ Ton.....	6	3 1/8	2–1/8	2–5/32	See Note	W-9170	LR-4	WB-1824
	NOTE: To replace Pistons use P-207ARX in complete sets.								
1934–41	K22, K22V; K35 to K38; K35V to K38V; K35XUSA, K36USA, K39X4USA; K45 to K48; K45V to K48V; LG40 to LG43; LH29 to LH48; LH45USA to LH47USA; MC; MD15 to MD21; ME15 to ME32; MF28 to MF39; MF38X; MG40 to MG44; MH29 to MH49, MH49X; RC; RD10 to RD21; RE15 to RE32; RE31USA, RF28 to RF39, RFD38; RF40X4; RG40 to RG44; RH29 to RH49; TE20 to TE32; TE31USA, TE31XUSA; TF29 to TF39, TF28SC to TF30SC, TF36USA, TF37X, TF38-X; TF40X4; TG40 to TG44; TH45 to TH49, TH48X, TH49X; T201, T203; VF20 to VF39; VG40 to VG44; VH45 to VH49, VM35, VM37; VS45 to VS48; WF20 to WF39; WFM35 to WFM38, WG40 to WG44; WGM40 to WGM42; WH45 to WH49; WHM45 to WHM48 to Engine 42001; ½-2 Ton.....	6	3 3/8	2–1/8	2–5/32	P-214AX	W-066N	LR-4	WB-1824
	P-214AX is a Cam Ground Original Type Piston, supplied tin plated in finished size.								
1938–41	MK60 to MK63; ML50 to ML53; RK60 to RK63; RL50 to RL53; RO55 to RO58; RP65 to RP68; RX70, RX71; TK60 to TK63; TK62X, TK63X; TL50 to TL53; VK60 to VK63; VL50 to VL53; WK60 to WK63; WL50 to WL53; 2-4 Ton.....	6	3 3/4	2–1/8	2–3/16	P-317NX	W-9384	.....	WB-1940
	P-317NX is a Steel Strut Cam Ground Original Type Piston.								
1940–41	T207, T211; WD15 to WD21 to Engine 42001; ¾-1 Ton.....	6	3 1/4	1–3/32 1–1/8	2–5/32	See Note	W-9226	LR-4	WB-1824
	NOTE: To replace Pistons use P-171NTX or P-337AX in Complete Sets.								
1939–46	Diesel TKD60 to TKD63; TLD50 to TLD53; VKD60 to VKD63; VLD50 to VLD53; WKD60 to WKD63; WLD50 to WLD53, 2-3 Ton	6	3 3/4	3–1/8	2–3/16	P-355AX	.....	LR-83	WB-1940
1941	WC to Engine 42001, ½ Ton.....	6	3 1/8	1–3/32 1–1/8	2–5/32	P-207ARX	W-9170	LR-4	WB-1824
	P-207ARX is a U-Slot Cam Ground Original Type Aluminum Piston.								
1941–47	T112, T211, T214, T215; WC, WD15, WD20, WD21 after Engine 42001, WDX, ½-1 Ton.....	6	3 1/4	2–3/32 2–3/32	2–5/32 2–5/32	P-171NTX P-337AX	W-9226 W-9226	LR-4 LR-4	WB-1824 WB-1824
	P-171NTX and P-337AX are Original Type Pistons, interchangeable in Complete Sets. P-171NTX is a Cam Ground Autothermic Nelson Bohnalite Original Type Piston. P-337AX is a Cam Ground U-Slot Original Type Piston. Both Types used as Original Equipment in 1942-46 Engines Originally equipped with U-Slot Type having letter "S" following Engine numbers.								

(Continued on next page)

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for **DODGE TRUCK**

PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1941–47	1941, T118; 1942-48, WF20 to WF39; WFA31 to WFA36, WFM35 to WFM38; WFMA35 to WFMA38, WG40 to WG44; WGA40 to WGA44, WGM40 to WGM42; WH45 to WH49; WHA45, WHA47; WHM45 to WHM48; all after Engine 42001, 1-2 Ton	6	3 7/16	For Aluminum Pistons in Engines having the letter "V" following Engine number: 2–3/32	2–5/32	P-339AX	W-066N	LR-4	WB-1824
	☞ P-339AX is a Replacement Piston for U-Slot Type Piston.								
1946–47	WJ55 to WJ59, WJA55 to WJA59, WK65 to WK69, WKA65 to WKA69, WR65 to WR69, WRA65 to WRA69, Trucks; WJ-59-S Bus	6	3 3/4	1–3/32 2–1/8	1–1/4	.....	W-9309	.....	.....

OVERSIZE SERVICE PISTONS

"S" type Semi-Finished Pistons turned to .035" oversize are to be used for finishing Pistons from Standard to and including .020 oversize.

"OS" type Semi-Finished Pistons:

Stock No.	Supplied Semi-Finished	Will Finish
P-214AX "OS"	.075 O.S.	.025 to .060 oversize
P-207ARX "OS"	.100 O.S.	.025 to .085 oversize
P-337AX "OS"	.125 O.S.	.025 to .110 oversize

PINS

W-066N, W-9170 and W-9226—Std.-1½-3-5-10-15-20 thousandths oversize.

DRY CYLINDER SLEEVES

YEAR	MODELS	No. Cyl.	Cyl. Dia.	Sleeve	Wall Thickness	Length
1934–41	1934-36 KC, KC Special USA, KC1USA, KCL, KCL Special USA, KCL1-USA; KH15 to KH33; KH16V to KH33V; KH31VUSA, KH32VUSA; LC, LCUSA; LE15 to LE32, LE31USA (3 1/8" Cyl. Dia.), LE32USA, ½-1½ Ton. 1939-41 TC, VC, WC, ½ Ton	6	3 1/8	SD-39	3/32	8 1/8" (Cut to Length)
1934–47	All 3 1/4" Dia. Motors	6	3 1/4	SD-59	3/32	8 1/16" (Cut to Length)
1934–41	All 3 3/8" Dia. Motors	6	3 3/8	SD-60	3/32	8 1/8" (Cut to Length)

for DODGE TRUCK

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1930–32	Merchants Express to Engine UT-20000; U124, U133, to Engine TU-50000, ½-1 Ton	4	V-314	.....	G-66	G-66	VS-132	VS-132	VK-13
1930–32	Merchants Express after Engine UT20000; U124, U133 after Engine TU50000; UF10, UF30, UF31, ½-1½ Ton	4	V-314	.....	G-66	G-66	VS-132	VS-132	.....
1931–32	F10, F30, F31 to Engine DD2T-6106, ½-1½ Ton	6	.....	.....	G-293	G-293	VS-140	VS-140	.....
1931–33	F10, F30, F31 after Engine DD2T-6106; G20, G21, G22, G30, G31, GS50 to Serial 8482341; G43, G44, GS55, ½-2 Ton	6	V-773	.....	G-293	G-293	VS-140	VS-140	VK-14
1931–41	F40, F41, F42, F60, F62, F80, F81, after Engine Z4611; K50 to K52; K52 Special; K50V to K53V; K55USA; K60V to K63V; K70, K71, K72, K72XF, K72XG; LM70, LM71; MK60 to MK63; ML50 to ML53; RK60 to RK63; RL50 to RL53; RO55 to RO58; RP65 to RP68; RX70, RX71; T36; TK60 to TK63; TL50 to TL53; VK60 to VK63; VL50 to VL53; WK60 to WK63; WL50 to WL53; 2-4 Ton	6	V-998	V-999N	G-114	.....	VS-110	VS-110	VK-87
1932–33	All UG, UGS Series, 1-2 Ton	4	.....	.....	G-66	G-66	VS-132	VS-132	VK-87
1932–33	G80 to G83 to Engine CG31051, 4 Ton	8	.....	.....	.....	G-73	.....	.....	VK-14
1932–40	1932-36, G20, G21, G30, G31, GS50 after Serial 8482341; HC, HCL, H20, H21, H30, H30USA, H31, H31X, KC, KC Special USA, KC1USA, KCL, KCL Special USA, KCL1USA, KCX, KCLX; K19 to K21, K19V, K20X, K21X; K30 to K34; K32USA, K33XUSA; K32V to K34V; K34NC1; KH15 to KH33; KH31USA; KH16V to KH33V; KH31VUSA, KH32VUSA; LC, LC USA; LCX; LE15 to LE32; LE31USA, LE32 USA; LF28 to LF39, ½-1½ Ton; LF37NC School Bus; 1939-41, TC, TCX; TD15 to TD21, TDX15 to TDX21; VC; VD15 to VD21, WC; ½-1 Ton	6	V-890	V-891N	G-254	G-254	VS-247	VS-247	VK-84
1933–34	H22, H33, H34, H34X, H43, H44, H44X, 1½-2 Ton	6	V-906	V-907N	G-293	G-293	VS-140	VS-140	VK-84
1934–35	K22, K22V, K35 to K38; K35V to K38V; K35XUSA, K36USA, K39X4 USA; K45 to K48, K45V to K48V, 1-2 Ton	6	V-906	V-907N	G-293	G-293	VS-341	VS-341	VK-84
1936	LG40 to LG43; LH29 to LH48; LH45USA to LH47USA, 1-2 Ton	6	V-1040	V-1041N	G-293	G-293	VS-341	VS-341	VK-84
1937–40	MC, MCX; MD15 to MD21, MDX20, MDX21; ME15 to ME32; MF28 to MF39, MF38X; MG40 to MG44; MH29 to MH49; MH49X; RC, RCX; RD10 to RD21, RDX20, RDX21; RE15 to RE32; RE31USA; REX30 to REX32; RF28 to RF39, RFD38, RF40X4; RG40 to RG44; RH29 to RH49; T201, T203; TE20 to TE32; TE31 USA, TE31X USA; TF29 to TF39; TF28SC to TF30SC, TF36 USA, TF37X, TF38X, TF40X4; TG40 to TG44; TH45 to TH49, TH48X, TH49X, ½-2 Ton	6	V-1151-S Super Valve with Eatonite Face.						
			V-1145	V-1142N	G-254	G-254	VS-348	VS-348	VK-84

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VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1939	Diesel, RZ65 to RZ68, 2 Ton.....	6	V-1275	V-1276N	.....	.....	.....	.....	.....
1940–41	VF20 to VF39; VG40 to VG44; VH45 to VH49; VM35, VM37; VS45 to VS48; WF20 to WF39; WFM35 to WFM38; WG40 to WG44; WGM40 to WGM42; WH45 to WH49; WHM45 to WHM48 to Engine 42001, ¾ to 2 Ton.....	6	V-1151-S Super Valve with Eatonite Face. V-1145	V-1142N	G-254	G-254	VS-348	VS-348	VK-84
1941	WC; WD15 to WD21 to Engine No. 42001, ½ to 1 Ton.....	6	V-890	V-891N	G-254	G-254	VS-348	VS-348	VK-84
1941–47	1941, T112, T211, T215; 1942-47 T-214; WC; WD15 to WD21 after Engine 42001, ½-1 Ton.....	6	V-1334	V-1335N	G-254	G-254	VS-348	VS-348	VK-84
1941–47	1941, T118; 1942-47 WF20 to WF39; WFM35 to WFM38; WG40 to WG44; WGM40 to WGM42; WH45 to WH49; WHM45 to WHM48, after Engine 42001, 1-2 Ton.....	6	V-1151-S Super Valve with Eatonite Face. V-1145	V-1333N	G-254	G-254	VS-348	VS-348	VK-84
1942–46	T215.....	6	.....	V-1335N	G-254	G-254	VS-348	VS-348	VK-84
1946–47	WJ55 to WJ59, WJA55 to WJA59, WK65 to WK69, WKA65 to WKA69, WR65 to WR69, WRA65 to WRA69, Trucks; WJ-59-S, Bus.....	6	.....	.....	.....	.....	.....	.....	VK-87

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1931–33	G20, G21, G30, G31, GS50, to Serial 8482341; F10, F30, F31, G43, G44, GS55, H43, H44, ½-2 Ton.....	6	....	....	2045	.060†	2046	.060†	2047	.060†	2046	.060†	3
	MB-9→Con. Rod Bolt. MB-10 Con. Rod Bolt Nut.												
1931–37	F40, F41, F42, F60, F61, F62, after Engine 4339; K50 to K52; K52 Special; K55USA; K50V to K53V; K60V to K63V; K70 to K72, K72XF, K72XG; T36; LM70, LM71, 2-3 Ton.....	6	2580	See Note	....	....	....	....	....	....	....	....	.....

★Not all Dodge Truck engines built since 1933 were originally equipped with standard size Bearings. The original Bearing size is indicated by the letters A, B, and AB when they immediately PRECEDE the engine number prefix, or FOLLOW the engine number. The letters in the circular pads at each end of the engine number pad are NOT part of the engine number and do NOT indicate Bearing size.

Standard size Bearings were originally used in all engines with "A" or without any letter immediately preceding or following the engine number. Engine numbers preceded or followed by "B" or "AB" indicate .010 undersize Rod and Main Bearings.

☛2580 is available .002, .010, and .060 undersize ONLY.

(Continued on next page)

for DODGE TRUCK

MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1932–41	1932-36, G20, G21, G30, G31, GS50 after Serial 8482341; KCL to Serial 8029153 and 9202455 and after Serial 8036294 and 9202946; HC, HCL, H20, H21, H30, H30 USA, H31; KC, KC Spec. USA, KC1 USA, KCL Spec. USA, KCL1 USA; KH15 to KH33; KH16V to KH33V; KH31V USA, KH32V USA; LC, LC USA, LCX; LE15 to LE32, LE31 USA (3⅛"), LE32 USA, ½-1½ Ton; 1939-41, T202, TC, TCX, TDX15 to TDX21, VC, WC to Engine 42001, ½ Ton	6	2507S→Complete Set (6 pair) Babbitt-Lined Con. Rod Bearings. Available Std., .001 and .002 undersize.										
			2507	See Note	2519	See Note	2520	See Note	2915	See Note	2520	See Note	3
			MB-9→Con. Rod Bolt for 1932-36. MB-10 Con. Rod Bolt Nut for 1932-36.										
	Camshaft Bearings	....	....	....	MB-17	See Note	MB-18	See Note	MB-19	See Note	....	....	.....
	☛2507 (Babbitt Lined) is available with .001, .002, .003, .005, .010, .020, .030, and .060 undersize Inside Diameter with Standard Outside Diameter, or with Std., .002, .005, .010, and .060 undersize Inside Diameter with .005 oversize Outside Diameter.												
	2519, 2520 and 2915 Babbitt Lined are available .001, .002, .010, .020, .030, .060 and .100 undersize.												
	☛MB-17, MB-18 and MB-19 are Precision, Split Type Camshaft Bearings, which require no reaming for standard size Camshafts. Also available semi-finished with approximately .010 reaming stock.												
1934–36	K22, K22V; K35 to K38; K35X USA, K36 USA, K39X4 USA; K35V to K38V; K45 to K48; K45V to K48V; LG40 to LG43; LH29 to LH48; LH45 USA to LH47 USA, 1-2 Ton	6	2530	See Note	2531	See Note	2532	See Note	2533	See Note	2532	See Note	3
			MB-13→Con. Rod Bolt. MB-10 Con. Rod Bolt Nut.										
	☛2530 Babbitt Lined is available .002, .010, .020, .030 and .060 undersize.												
	2531, 2532, and 2533 are available .002, .010, .020, and .060 undersize.												
1934–47	1934-36, KCL, from Serial 8029153 to 8036294 and from Serial 9202455 to 9202946; K19 to K21, K19V; K20X, K21X; K30 to K34; K32 USA, K33X USA, KH31 USA; K32V to K34V, K34NC1; LE31 USA (3¼"), LF28 to LF39, LF37NC School Bus, ½-1½ Ton; 1939-46, TD15 to TD21; T112, T207, T211, T214, T215, VD15 to VD21; WD15 to WD21, ¾-1 Ton. 1942-46, WC after Engine 42001, ½ Ton	6	2568S→Complete Set (6 pair) Babbitt-Lined Con. Rod Bearings Available Std., .001, .002 undersize.										
			2568	See Note	2569	See Note	2570	See Note	2571	See Note	2570	See Note	3
			MB-9→Con. Rod Bolt for 1934-36. MB-10 Con. Rod Bolt Nut for 1934-36.										
	Camshaft Bearings	....	....	....	MB-17	See Note	MB-18	See Note	MB-19	See Note	....	....	.....
	☛2568 Babbitt Lined is available with .001, .002, .003, .005, .010, .020, .030, and .060 undersize Inside Diameter with Standard Outside Diameter; or with Std., .002, .005, .010, and .060 undersize Inside Diameter with .005 oversize Outside Diameter.												
	2569, 2570 and 2571 Babbitt Lined are available .001, .002, .010, .020, .030 and .060 undersize.												
	☛MB-17, MB-18 and MB-19 are Precision, Split Type, Camshaft Bearings, which require no reaming for standard size Camshafts. Also available semi-finished with approximately .010 reaming stock.												

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MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1937–47	MC, MCX; MD15 to MD21, MDX20, MDX21; ME15 to ME32; MF28 to MF39, MF38X; MG40 to MG44; MH29 to MH49; MH49X; RC, RCX; RD10 to RD21, RDX20, RDX21; RE15 to RE32, RE31 USA, REX30 to REX32; RF28 to RF39; RF40X4; RFD 38; RG40 to RG44; RH29 to RH49; T118, T201, T203; TE20 to TE32; TE31 USA, TE31X USA; TF29 to TF39; TF28SC to TF30SC; TF36 USA, TF40X4; TF37X, TF38X; TG40 to TG44; TH45 to TH49, TH48X, TH49X; VF20 to VF39; VG40 to VG44; VH45 to VH49; VM35, VM37; VS45 to VS48; WF20 to WF39; WFA31 to WFA36; WFM35 to WFM38; WG40 to WG44; WGA40 to WGA44; WGM40 to WGM42; WGMA40 to WGMA43; WH45 to WH49, WHM45 to WHM48, WHMA45 to WHMA48, 1½-2 Ton	6	2879-S → Complete Set (6 pair) Babbitt-Lined Con. Rod Bearings. Available Std., .001 and .002 undersize.										
			2879 2960	See Note	2880	See Note	2880	See Note	2881	See Note	2880	See Note	3
			MB-13 → Con. Rod Bolt. MB-10 Con. Rod Bolt Nut for all models except "RG" and "RH" Series after Engine T42-6689 and 1939-46 models.										
	Camshaft Bearings	....	....	....	MB-17 MB-17SF		MB-27 MB-30		MB-28 MB-31		....	....	.....
					See Note		See Note		See Note				
	☛ 2879 Babbitt Lined is available .001, .002, .010, .020, .030 and .060 undersize. 2960 Copper Alloy Super Bearing is available .002, .010, .020, and .050 undersize. 2880 and 2881 are available .001, .002, .010, .020, .030, and .060 undersize. MB-17, MB-27 and MB-28 are Precision Type, Camshaft Bearings which require no reaming for Standard Size Camshafts. MB-17SF, MB30 and MB31 are Ream Type Camshaft Bearings.												
1938–47	MK60 to MK63; ML50 to ML53; RK60 to RK63; RL50 to RL53; RO55 to RO58; RP65 to RP68; RX70, RX71; TK60 to TK63; TL50 to TL53; VK60 to VK63; VL50 to VL53; WK60 to WK63; WL50 to WL53, WJ, WJA, WK, WKA, WR, WRA Gasoline Engines. TKD60 to TKD63, TLD50 to TLD53, VKD60 to VKD63, VLD50 to VLD53, WKD60 to WKD63, WLD50 to WLD53, Diesel Engines, 2-4 Ton	6	2926	See Note	2927	.060	2928	.060	2929	.060	2930	.060	2–3–5–6
	☛ 2926 is available .002, .010, and .060 undersize.												

★Bearings marked † are supplied only in undersize and NOT in standard size.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1931–37	F40 to F42; F60 to F62; K50 to K52, K52 Special; K55 USA; K50V to K53V; K60V to K63V; K70 to K72, K72XF, K72XG, LM70, LM71, T36, 2-4 Ton	6	.....	.....	PB-36 Rr. Bearing PN-17 Packing Nut M-5 Pulley Key
1933–34	HC, HCL, ½ Ton	6	PC-5	PA-117	.....
	☛ These trucks were originally equipped with Cast Iron Pump Pulleys. To replace, use PY-17 Steel Pulley, M-201 Hub, and M-31 Hub Pin.				
1933–34	H43, H44, 2 Ton	6	.....	.....	PB-36 Rr. Bearing PN-17 Packing Nut PK-72 Packing M-5 Pulley Key
1934–35	KC, KCL to Serial 8048700 and 9203900; KC Spec. USA, KCL Spec. USA, ½ Ton	6	PC-8	PA-117	.....
	☛ These trucks were originally equipped with Cast Iron Pump Pulleys To replace, use PY-17 Steel Pulley, M-201 Hub, and M-31 Hub Pin				

(Continued on next page)

for DODGE TRUCK

WATER PUMPS & PARTS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1934–36	K19, K20, K20X, K21, K21X, K30, K31, K32, K33, K32 USA, K33X USA, K34, KH15 to KH33, KH31 USA; K19V, K32V to K34V, K34NC1, KH16V to KH33V, KH31V USA, KH32V USA; LE15 to LE32; LE31 USA, LE32 USA; LF28, LF39, LF37NC School Bus, ¾-1½ Ton	6			
	With Bearings and Cup Assemblies	...	.....	PA-197	MA-13
	Without Bearings and Cup Assemblies	...	.....	PA-277	MA-13
1935–46	KC, KCL, after Serial 8048700 and 9203900; KC1 USA, KCL1 USA; LC, LC USA, LCX; MC, MCX; MD15 to MD21; MDX20, MDX21; RC, RCX; RD10 to RD21; RDX20, RDX21; T112, T202, T207, T211, T214, T215; TC, TCX; TD15 to TD21; TDX15 to TDX21; VC; VD15 to VD21; WC; WD15 to WD21; WDX, ½-1 Ton	6	PC-11	PA-117	MA-10
	(1935-37) KC, LC, MC, MD Series. (1938) RC to Serial No. 8199215, RD to Serial No. 8086063, Pulley,	...	.....	.....	PY-17 M-201 Pulley Hub
1936–38	LG40 to LG43; LH29 to LH48; LH45 USA to LH47 USA; ME15 to ME32; MF28 to MF39, MF38X; MG40 to MG44; MH29 to MH49, MH49X; RE15 to RE32 to Engine T40-15318; REX30 to REX32; RF28 to RF39 to Engine T41-19809; RG40 to RG44; RH29 to RH49 to Engine T42-6537; ¾-2 Ton	6			
	With Bearings and Cup Assemblies	...	.....	PA-199	MA-13
	Without Bearings and Cup Assemblies	...	.....	PA-279	MA-13 M-490 Pulley Hub
	Special Late Type Service Pump		PC-41R	PA-285	MA-18 M-490 Pulley Hub
1938–40	MK60 to MK63; ML50 to ML53; RK60 to RK63; RL50 to RL53; RO55 to RO58; RP65 to RP68; RX70; RX71; TK60 to TK63, TK62X, TK63X; TL50 to TL53; VK60 to VK63; VL50 to VL53; Diesel TKD60 to TKD63; TLD50 to TLD53; VKD60 to VKD63; VLD50 to VLD53; 2-4 Ton	6	.....	PA-207	MA-15
	For All Models Except Diesels, Pulley Hub	...	.....	.....	M-491
1938–41	RE15 to RE32 after Engine T40-15318; RE31USA; REX30 to REX32; RF28 to RF39, T201, RF40X4, RFD38 after Engine T41-19809; RG40 to RG44; RH29 to RH49 after Engine T-42-6537; 1939, TE20 to TE32; TE31 USA, TE31X USA; TF29 to TF39, TF28SC to TF30SC, TF36 USA, T201, TF40X4; TF37X, TF38X; TG40 to TG44; TH45 to TH49, TH48X, TH49X; 1940, T203, VF20 to VF39; VG40 to VG44; VH45 to VH49; VM35, VM37; VS45 to VS48;1941, WF20 to WF39; WFM35 to WFM38; WG40 to WG44; WH45 to WH49; WGM40 to WGM42, WHM45 to WHM48, ¾-2 Ton	6			
	For Factory Pump with less than Two Grease Fittings	...	.....	PA-202	MA-18
	For Factory Pump with Two Grease Fittings	...	.....	PA-285	MA-18
	Special Late Type Service Pump	...	PC-41R	PA-285	MA-18 M-492 Pulley Hub
1941	WK60 to WK63; WL50 to WL53; Diesel WKD60 to WKD63; WLD50 to WLD53, 2-3 Ton	6	.....	.....	MA-15
1941–46	T118, WF20 to WF39, from Engine T-118-4355 to T118-4443 and after T118-4543, WFM35 to WFM38 after Engine T128-1252; WG40 to WG44, WH45 to WH49 after Engine T120-1533; WGM40 to WGM42, WHM45 to WHM48, after Engine T130-1145, 1½-2 Ton	6			
	For 1941-42 Trucks before Engine 42001	...	.....	PA-202	MA-18
	For Trucks after Engine 42001	...	PC-41R	PA-285	MA-18 M-492 Pulley Hub

FOR INTERCHANGEABILITY OF DODGE PASS. CAR AND DODGE TRUCK PART NUMBERS WITH OUR PART NUMBERS, SEE PAGE 62.

for DUPLEX BUS & TRUCK MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1932–46	FAC, SAC, 3-4T; SAK	6	4 3/8	Buda K-428
1932–46	K, 4-7T	6	4 1/2	Buda L-525
1933–46	S, 2 1/2-3T	6	3 13/16	Buda K-325
1936–46	SC	6	4 1/16	Buda K369
1937–46	K, L	6	4 1/2	Buda LO525
1940–47	T, TH	6	4	Herc. JXD
1940–47	K, H, KHA	6	4 5/8	Herc. RXC
1941–44	SAC-H	6	4 1/4	Herc. YXC2
1945–47	R, RS, TH-404	6	4 1/4	Herc. WXLC-3
1945–47	SAC-H, JH, JHA	6	4 1/2	Herc. RXB
1947	JH-558	6	4 3/4	Herc. RXLD

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets (For Reringing, Steel)	Rebore-Rebuild Sets (With Expanders, Iron)	Service Special Sets (With Expanders, Steel)	Factory Type Sets (Without Expanders, Iron)
1932–44	FAC, SAC, SAK, 3-4 Ton (Buda K-428):	6	4 3/8						
	For 4-Ring Pistons with one 3/16" Oil Ring			18–3/16	6–3/16	L1357	5357		2357
	For 4-Ring Pistons with one 1/4" Oil Ring			18–1/8	6–1/4	L1286	5286		2286
				Chrome Rebore-Rebuild Set C5286					
	For 3-Ring Pistons with one 3/16" Oil Ring			12–1/8	6–3/16	L1437	5437		2437
	For 4-Ring Pistons with two 3/16" Oil Rings			12–1/8	12–3/16	L1438	5438		2438
1932–44	K, 4-7 Ton (Buda L-525):	6	4 1/2						
	For 4-Ring Pistons with one 3/16" Oil Ring			18–3/16	6–3/16	L1414	5414		2414
	For 4-Ring Pistons with one 1/4" Oil Ring			18–5/32	6–1/4	L386	4386		686
	For 4-Ring Pistons with one 1/4" Oil and one 3/16" Oil Ring			12–5/32	6–1/4 6–3/16	L1442	5442		2442
1933–42	S, 2 1/2-3 Ton (Buda K-325):	6	3 13/16						
	For Pistons with 3/16" Oil Rings			18–1/8	6–3/16	L1391	5391		2391
	For Pistons with 1/4" Oil Rings			18–1/8	6–1/4	L890	4890		1890
1936–44	SC (Buda K-369):	6	4 1/16						
	For Pistons with 3/16" Oil Rings			18–5/32	6–3/16	L1405	5405		2405
	For Pistons with 1/4" Oil Rings			18–1/8	6–1/4	L1406	5406		2406
1937–44	K, L (Buda LO525):	6	4 1/2						
	For 4-Ring Pistons with one 1/4" Oil Ring			18–5/32	6–1/4	L386	4386		686
	For 5-Ring Pistons with one 1/4" Oil Ring and one 3/16" Oil Ring			18–1/8	6–1/4 6–3/16	L1441	5441		2441
1940–47	T, TH (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1940–48	K, H, KHA (Herc. RXC):	6	4 5/8						
	For Iron Pistons			18–3/16	6–3/16		5330		2330
	For Aluminum Pistons			24–1/8	6–3/16		4921		1921
1941–44	SAC-H (Herc. YXC2):	6	4 1/2						
	For Aluminum Pistons			18–1/8	6–3/16	L497	4497		797
	For Iron Pistons			18–3/16	6–3/16	L1359	5359		2359
1945–47	R, RS, TH-404 (Herc. WXLC-3):	6	4 1/4						
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
1945–48	SAC-H, JH, JHA (Herc. RXB):	6	4 1/2						
	For 4-Ring Aluminum Pistons			18–1/8	6–3/16	L497	4497		797
	For 5-Ring Aluminum Pistons			24–1/8	6–3/16	L920	4920		1920

for EAGLE TRUCK

1924–42	E, E20-35, F, H16-30, H20-40, H30, H40	2	8	6–1/2	2–1/2				782
1931–46	6A (Wauk. 6ML):	6	4	18–1/8	6–3/16	L848	4848		1848
1936–46	6B, 6C (Herc. QXB-5):	6	3 1/4	18–1/8	6–3/16	L1326	5326		2326

for EAGLE TRUCK

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1931–46	6A	6	4	Waukesha 6ML
1936–46	6B, 6C	6	3¼	Hercules QXB-5

for FAGEOL BUS & TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1931–39	250, 250MK, 250RA, 255B, 300, 4-46, 4-66 (6 WH.) 2500 Bus, 2½-5 Ton (Wauk. 6MK):	6	4⅛	18–⅛	6–3/16	L458	4458		758
1932–36	255C, 370, 370SR, 826, 846, 3000, Bus 5-7 Ton (Wauk. 6SRK):	6	4⅝						
	For Iron Pistons			12–¼	6–¼		4470		770
	For Aluminum Pistons			18–5/32	6–3/16		4471		771
1933–36	135, 135B, 135HP, 135SC, 226HP, 2-26, 2-3 Ton (Wauk. 6-90):	6	3⅜						
	For Aluminum Pistons			18–⅛	6–3/16	L801	4801		1801
	For Iron Pistons			12–3/16	6–3/16	L485	4485		785
1933–38	250, 250HP, 250RA, 250SC, 255, 300, 300HP, 300P-A, 326HP, 3000, 2½-5 Ton (Wauk. 6-110)	6	4	18–⅛	6–3/16	L848	4848		1848
1933–38	255C, 300HP, 370, 370C, 370HP, 370RA, 470, 470HP, 8-46, 8-46AL, 8-46HP, 5-7 Ton (Wauk. 6-125)	6	4⅜	18–⅛	6–3/16	L933	4933		1933
	Chrome Rebore-Rebuild Set C4933								
1934–39	106BA, 106BK, 106RA, 106SC, 135BK, 226BK, 250, 250BK, 1350 Bus, 1½-6 Ton (Wauk. 6BK), 250MS (Wauk. 6MS):	6	3¾						
	For Iron Pistons			18–⅛	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–⅛	6–3/16	L816	4816		1816
	Chrome Rebore-Rebuild Set C4816								
1935–37	300D, 300RAD, 326D, 3-8 Ton (Wauk. Diesel 6D100, 6DA100)	6	4⅜	18–⅛	12–3/16	L448	4448		748
1935–36	370D, 370RAD, 470D, 846ALD, 5-8 Ton (Wauk. Diesel 6D125)	6	4¾	18–⅛	6–⅛ 6–3/16		4449		749
1935–36	1046ALD, 10 Ton (Wauk. Diesel 6D140)	6	5	18–⅛	6–⅛ 6–3/16		4450		750
1937–38	370D, 370DC, 370RAD, 84ALD, 1046ALD, 5-10 Ton (Cummins Diesel HB6):	6	4⅞						
	For 4-Ring Pistons			18–⅛	6–3/16		4947		1947
	For 5-Ring Pistons			24–⅛	6–3/16		5174		2174
1938–39	3000 Bus (Hall-Scott 135):	6	4½						
	For 4-Ring Pistons			18–⅛	6–¼	L1261	5261		2261
	For 5-Ring Pistons with two ⅛" and one 3/16" Comp. Rings			12–⅛ 6–3/16	12–3/16	L1262	5262		2262
	For 5-Ring Pistons with three ⅛" Comp. Rings			18–⅛	12–3/16	L929	4929		1929

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for FAGEOL BUS & TRUCK
MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–38	Double Deck, Parlor Car, Street Car, 503, RB80, Bus; 10-46, 10-46RB, 10-46AL, 685RB, 8-10T	6	5	Waukesha 6RB
1931–39	250, 250MK, 250RA, 300, 2½-5T; 4-46, 4-66, (6 wh.) 4T; 255B, 2500, Bus	6	4 1/8	Waukesha 6MK
1932–36	826, 846, 8T; 370, 370SR, 5-7T; 255C, 3000, Bus	6	4 5/8	Waukesha 6SRK
1933–38	250, 250HP, 250RA, 250SC, 2½-4T; 300, 300HP, 300RA, 3-5T; 3-26, 326HP, 6-8T; 255, 3000, Bus	6	4	Waukesha 6-110
1933–38	300HP, 370, 370C, 370HP, 370RA, 5-7T; 470, 470HP, 6-8T; 8-46, 8-46HP, 8-46AL, 8T; 255C, Bus	6	4 3/8	Waukesha 6-125
1934–39	106BA, 106BK, 106RA, 106SC, 135BK, 250, 250BK, 1½-4T; 226BK, 5-6T; 1350 Bus	6	3 3/4	Waukesha 6BK
1937–38	370D, 370DC, 370RAD, 5-6T; 84ALD, 1046ALD, 8-10T	6	4 7/8	Cum. (Diesel) HB6

for FARMALL TRACTOR Listed with McCormick-Deering

for FEDERAL BUS & TRUCK
MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–36	U6, U5R, T10B, T10DR, T10W, 3-4T & TT; T10SW, 7-10T	6	4	Continental 18R
1929–36	D, D3, 1-1½T; D2, D4, D28W, 1½-3T; D2D, DSW, D13, D3, D2SW, D2SWL, D2DL, 2½-3T, (6 wh.); DM, DM-108, DM-120, Delivery Unit	4	3 7/8	Continental W10
1932–36	A7, 30, 2½-4T	6	3 3/4	Waukesha 6MS
1932–38	A8, 40, 42, 40DR, 40F, 36, 37, 3½-5T; 402, 402DR, 4-7T	6	4 1/8	Waukesha 6MK
1933–38	15, 15 De Luxe, 15, 15A, 15H, B15, 15DL, 15X, 18X, 75, 75H, 1½-3½T; B15, Bus	6	3 3/8	Hercules JXA
1933–42	1933–38, 16, 18, 18H, 18X, 20, 20A, 20H, B20, 21, 22, 80, 80H, 202, 204, 802, 17, 2-4T; 1940-41, B80 Bus	6	3 5/8	Hercules JXB
1933–38	25, 25A, 25H, B25, D25, 28, 85, 85H, 252, 254, 852, 2½-5T; B25, Bus	6	3 3/4	Hercules JXC
1934–40	50, 50F, 50H, 502, 504, 504A, 4½-8T	6	4 1/4	Waukesha 6MZ
1934–38	C7-C7W-C8, C8W, C8H, X8R, X8RDR, 63, 66, 6-8T	6	4 5/8	Waukesha 6SRK
1935–41	29, 29H, 29K-39, 75K-131, 89, 89H, 292, 294, 892, 3-6T	6	4	Hercules JXD
1936–37	9, ¾-1T	4	3 3/8	Continental C400
1936–39	10, ¾-1½T	4	3 3/4	Hercules OOB
1936–38	8, 11, 11H, ¾-1½T	6	3 1/4	Hercules QXB3
1938–41	7, 9, ¾-1T	4	3 3/16	Continental F4140
1938	12, 14, 1½-2½Ton	6	3 3/8	Hercules QXC3
1939–40	12, 14	6	3 3/8	Hercules QXC3F
1939–40	35, 40, 42, 45, 402, 452	6	4 1/8	Wauk. 6MKRF
1939–40	50, 50H, 55, 55H, 502, 504, 504A, 552, 554, 554A	6	4 1/4	Wauk. 6MZRF
1939–43	8, 11	6	3 1/4	Herc. QXB3F
1939–40	15, 75	6	3 3/8	Hercules JXAF
1939–48	18, 18M, 18M2, 20, 80, 202, 204, 802	6	3 5/8	Hercules JXBF
1939–48	25, 25M, 25M2, 85, 252, 254, 852	6	3 3/4	Hercules JXCF
1939–48	29, 29H, 29M, 29M2, 29MA, 89, 89H, 292, 294, 296X4, 892, 896X4	6	4	Hercules JXDF
1939–43	63, 66	6	4 5/8	Wauk. 6SRKRF
1940–43	16, 76	6	3 13/32	Hercules JXF
1941–47	17, 77	6	3 1/2	Hercules JXGF
1941–43	35, 90, 356X4, 906X4	6	4 1/4	Hercules WXC3
1941–43	45, 55, 55H, 55L, 92, 94, 94H, 452, 552, 554, 554A, 556X4, 946X4	6	4 1/4	Hercules WXLC3
1941–43	94X43, 4-5 Ton	6	4 5/8	Hercules RXC
1942	604	6	4 7/8	Cummins-Diesel HB-600
1942	605	6	5 1/4	Hercules HXC
1942	606	6	5 1/2	Hercules HXD
1944–48	45M, 45M2, 45MA, 55M, 55MA, 55M2, 55MB, 55MT	6	4 5/16	Cont. B6427
1944–48	60MA, 60M2	6	4 1/2	Continental 22R
1946–48	16M, 16M2	6	3 1/2	Hercules JXE
1947–48	65M2, 65MA, 663MA, 664MA, 664MAB	6	4 7/8	Cont. R6602

for FEDERAL BUS & TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–36	U5R, U6, T10B, T10DR, T10SW, T10W, 2½-10 Ton and TT (Cont. 16R and 18R):	6	4						
	To Engine 5161			18–3/16	6–¼	L377	4377		677
	After Engine 5161			6–3/16 12–5/32	6–¼	L378	4378		678
1929–36	D, D2, D3, D4, D13, D2D, D25W, D2SWL, D2DL, (6 WH.), DM, DM-108, DM-120, DSW, D28W, Delivery Unit, 1-3 Ton (Cont. W10)	4	3 7/8	8–⅛	4–⅛ 4–3/16	L364	4364		664
1932–36	A7, 30, 2½-4 Ton (Wauk. 6MS):	6	3¾						
	For Iron Pistons			18–⅛	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–⅛	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1932–38	A8, 40, 42, 40DR, 40F, 36, 37, 402, 402DR, 3½-7 Ton (Wauk. 6MK):	6	4⅛	18–⅛	6–3/16	L458	4458		758
1933–38	15, 15 De Luxe, 15A, 15H, 15DL, B15, 15X, 18X, 75, 75H, Bus, 1½-3½ Ton (Herc. JXA)	6	3⅜	18–⅛	6–3/16	L801	4801		1801
1933–42	16, 17, 18, 18H, 18X, 20, 20A, 20H, B20, 21, 22, 80, 80H, 202, 204, 802, 2-4 Ton (Herc. JXB)	6	3 5/8	18–⅛	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1933–38	25, 25A, 25H, B25, D25, 28, 85, 85H, 252, 254, 852, Bus, 2½-5 Ton (Herc. JXC):	6	3¾	18–⅛	6–3/16	L862	4862		1862
1934–40	50, 50F, 50H, 502, 504, 504A, 4½-8 Ton (Wauk. 6MZ):	6	4¼						
	For 3-Ring Iron Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Iron and Aluminum Pistons			18–⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1934–38	C7, C7W, C8, C8W, C8H, X8R, X8RDR, 63, 66, 6-8 Ton (Wauk. 6SRK):	6	4 5/8						
	For 3-Ring Pistons			12–¼	6–¼		4470		770
	For 4-Ring Pistons			18–5/32	6–3/16		4471		771
1935–41	15-21, 15-131, 29, 29H, 29K-39, 75K-131, 89, 89H, 292, 294, 892, 2½-6 Ton (Herc. JXD)	6	4	18–⅛	6–3/16	L858	4858		1858
1936–37	9, ¾-1 Ton (Cont. C400):	4	3⅜						
	For Early 3-Ring Pistons			8–⅛	4–3/16	L943	4943		1943
	For Late 4-Ring Pistons			12–⅛	4–3/16	L931	4931		1931
1936–39	10, ¾-1½ Ton (Herc. OOB)	4	3¾	12–⅛	4–3/16	L861	4861		1861
1936–38	8, 11, 11H, ¾-1½ Ton (Herc. QXB3):	6	3¼	18–⅛	6–3/16	L1326	5326		2326
1938–41	7, 9, ¾-1 Ton (Cont. F4140):	4	3 3/16						
	For Pistons with 3/16" Oil Ring Grooves			12–⅛	4–3/16	L853	4853		1853
	For Pistons with ¼" Oil Ring Grooves			12–⅛	4–¼	L1479	5479		2479
1939–48	60MA, 60M2, 62, 65, 626X4, 6-8 Ton (Cont. 22R Engine):	6	4½	18–5/32	6–¼	L386	4386		686
1938–40	12, 14, 1½-2½ Ton (Herc. QXC3):	6	3⅜						
	For Iron Pistons			18–⅛	6–3/16	L801	4801		1801
	For Aluminum Pistons			18–⅛	6–3/16	L394	4394		694
1939–40	35, 40, 42, 45, 402, 452 (Wauk. 6MKRF):	6	4⅛	18–⅛	6–3/16	L458	4458		758
1939–40	50, 50H, 55, 55H, 502, 504, 504A, 552, 554, 554A (Wauk. 6MZRF):	6	4¼						
	For 3-Ring Iron Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Iron & Aluminum Pistons			18–⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					

(Continued on next page)

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for FEDERAL BUS & TRUCK
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–43	8,11 (Herc. QXB3F)	6	3 1/4	18–1/8	6–3/16	L1326	5326		2326
1939–40	15, 75 (Herc. JXAF)	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
1939–48	18, 18M, 18M2, 20, 80, 202, 204, 802 (Herc. JXBF)	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1939–48	25, 25M, 25M2, 85, 252, 254, 852 (Herc. JXCF):	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1939–48	44, 29, 29H, 29M, 29M2, 29MA, 89, 89H, 292, 294, 296X4, 892, 896X4 (Herc. JXDF)	6	4	18–1/8	6–3/16	L858	4858		1858
1939–43	43, 63, 66, 94X (Wauk. 6SRKRF):								
	For 3-Ring Iron Pistons	6	4 5/8	12–1/4	6–1/4		4470		770
	For 4-Ring Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771
1940–43	16, 76 (Herc. JXF)	6	3 13/32	18–1/8	6–3/16	L1319	5319		2319
1941–48	16M, 16M2, 17, 77 (Herc. JXE, JXGF)	6	3 1/2	18–1/8	6–3/16	L442	4442		742
1941–43	35, 45, 55, 55H, 90, 92, 94, 94H, 356X4, 452, 552, 554, 554A, 556X4, 946X4 (Herc. WXC3, WXLC3)	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1941–42	94X43, 4-5 Ton (Herc. RXC)	6	4 5/8	24–1/8	6–3/16		4921		1921
1942	604 (Cummins Diesel HB-600):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1942	605 (Herc. HXC)	6	5 1/4	18–5/32	6–1/4		4919		1919
1942	606 (Herc. HXD)	6	5 1/2	18–5/32	6–1/4		5304		2304
1944–48	45M, 45M2, 55M, 55MA, 55M2 (Cont. B6427)	6	4 5/16	18–1/8	6–1/4 6–3/16	L391	4391		691
1947–48	65M2, 65MA, 663MA, 664MA, 664MAB (Cont. R6602)	6	4 7/8	18–3/32	6–1/4 6–3/16		42580		12580
1947–48	29ML, 29ML2, 29MLA (Herc. JXLD)	6	4	6–3/32 6–1/8	12–3/16	L2615	42615		12615

for FERGUSON TRACTOR

1939–47	2N, 9N	4	3 3/16						
	For 3-Ring Pistons	....	....	8–3/32	4–5/32	L922	4922	1622	1922
				Chrome Rebore-Rebuild Set C4922					
	For 4-Ring Pistons	....	....	8–3/32	8–5/32	L957	4957	1657	1957
				Chrome Rebore-Rebuild Set C4957					
1948	TE-20 (Cont. Z120)	4	3 3/16	12–1/8	4–3/16	L2631	42631		12631

PISTON SKIRT EXPANDER

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1939–47	2N, 9N, 4 cyl.	Steel	3 3/16	PX-30
				PX-12*
		Aluminum	....	PX-13*

Numbers marked with an Asterisk (*) are U-Type Expanders, others are Small Type.

for FERGUSON TRACTOR

DRY CYLINDER SLEEVES

YEAR	MODELS	No. Cyl.	Cyl. Dia.	Sleeve	Wall Thickness	Length
1939–47	2N, 9N	4	3 3/16	SD-56	3/32"	6 1/2" (Cut-to-Length)

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1939–47	2N, 9N	4	3 3/16	2–3/32	1–5/32	Use Piston P-343AX	W-9325	LR-63	WB-1862
				2–3/32	2–5/32	P-343AX	W-9325	LR-63	WB-1862
				Pin for Factory Steel Piston → (2 21/32 Long)			W-9360	LR-63	WB-1862

☛ P-343AX is a T-Slot Cam Ground Rams Horn Type Dome Head Aluminum Piston.

OVERSIZE SERVICE

PISTONS: "S" and "OS" Semi-Finished—Std.-5-20-30-40-60 thousandths Oversize.

"S" Type Semi-Finished Pistons are turned to .035, used for finishing Pistons from Standard to and including .020 Oversize.

"OS" Type Semi-Finished Pistons are turned to .085, used for finishing Pistons from .025 to and including .070 Oversize.

PISTON PINS: Std.-1 1/2-3-5-10 thousandths Oversize.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1939–47	2N, 9N	4	V-1300	V-942	G-275	G-275	VS-330	VS-330	VK-116
							Valve Guide Retainer →		VK-117

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1939–47	2N, 9N	4	3215	See Note	3216	See Note	3217	See Note	3216	See Note	....	....	.....
			MB-1 → Con. Rod Bolt Nut.										

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1939–46	9N	4	PC-44	PA-244	.....

for FITZJOHN BUS

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1940–41	Falcon 600	6	4	Hercules JXD
1940–41	Cityliner 300, Duraliner 500, Falcon Jr. 500	6	3 1/2	Chevrolet 6
1941–47	Falcon 600, Duraliner	6	4 1/4	Herc. WXLC-3
1941	Falcon 610	6	4 3/8	I. H. C. FBB-450
1946–47	Falcon	6	4 3/8	I. H. C. FBC-450
1946–47	Falcon	6	4 1/2	Wauk. 140GK
1946–47	Duraliner 510, Cityliner 310	6	4	Herc. JXD

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for FITZJOHN BUS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width Comp. Rings	Number and Width Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With *Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1940–41	Duraliner 500, Cityliner 300, Falcon Jr. 500 (Chev. Eng.)	6	3 1/2	12–1/8	6–3/16	L205	4205	1505	505
				Chrome Rebore-Rebuild Set C4205					
1940–41	Falcon 600 (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1941–47	Falcon 600, Duraliner (Herc. WXLC-3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1941–47	Falcon 610 (I. H. C. FBB-450, FBC-450)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1947	Falcon (Wauk. 140GK)	6	4 1/2	18–1/8	6–3/16	L497	4497		797
1947	Duraliner 510, Cityliner 310 (Herc. JXLD)	6	4	6–3/32					
				6–1/8	12–3/16	L2615	42615		12615

for FLXIBLE BUS

1933–35	83, 84, 94, 95, 20-B-95, Premier, Sterling Funeral Car and Ambulance (Buick 90)	8	3 5/16	16–1/8	16–5/32	L231	4231		531
1934–35	44, 45, 64, 65, Sentinel and Sentinel Forty, Premier, Sterling Funeral Car and Ambulance (Buick 40, 60)	8	3 3/32	16–1/8	16–5/32	L233	4233		533
1934–35	P4, 100, Funeral Car and Ambulance (Pontiac P8)	8	3 3/16	24–1/8	8–3/16	L220	4220		520
1935–36	16-C-75, 16-C-76, 19-C-76, 21-CC-75, C6-L1, Bus (Chevrolet 6)	6	3 5/16	12–1/8	6–3/16	L208	4208	1508	508
1937–40	16-C-77, 16-C-78, 19-C-77, 19-C-78, 20-CL-78, 21-CR-70, 25-CR-70, 25-CR-78, 25-CR-79 (Chevrolet 6)	6	3 1/2	12–1/8	6–3/16	L205	4205	1505	505
				Chrome Rebore-Rebuild Set C4205					
1939–40	25-BR-140, 25-BR-149, 29-BR-140, 29-BR-149 (Buick 60):	8	3 7/16						
	For Original 1939 Pistons			8–1/8					
				8–3/32	16–3/16	L238	4238		538
	For Late Type Pistons			16–3/32	16–3/16	L304	4304		604
				Chrome Rebore-Rebuild Set C4304					
1941–48	23-B2-47, 23-B3-47, 25-BR-41, 25-BR-42, 25-BR-46, 25-B1-47, 29-BR-41, 29-BR-42, 29-BR-46, 29-B1-47, 33-B7-48 (Buick 60, 70)	8	3 7/16	16–3/32	16–3/16	L304	4304		604
				Chrome Rebore-Rebuild Set C4304					
1941–47	21-CR-41, 21-CR-42, 21-C1-47, 25-CR-41, 25-CR-42, 25-CR-46, 33-37DC, 25-CI-47, 37-CI-47 (Chevrolet 6)	6	3 9/16	12–1/8	6–3/16	L336	4336	1636	636
				Chrome Rebore-Rebuild Set C4336					

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1935–36	16-C-75, 21-CC-75, 16-C-76, 19-C-76, C6-L1, Bus	6	3 5/16	Chevrolet 6
1937–40	16-C-77, 16-C-78, 19-C-77, 19-CL-78, 20-C-78, 21-CR-70, 25-CR-78	6	3 1/2	Chevrolet 6
1939–40	25-BR-140, 25-BR-149, 29-BR-140, 29-BR-149	8	3 7/16	Buick 60
1941–46	25-BR-41, 25-BR-42, 29-BR-41, 29-BR-42	8	3 7/16	Buick 60
1941–47	21-CR-41, 21-CR-42, 25-CR-41, 25-CR-42, 25-C1-47, 37-C1-47	6	3 9/16	Chevrolet 6
1946–48	23-B2-47, 23-B3-47, 25-BR-46, 25-B1-47, 33-B7-48	6	3 7/16	Buick 70

for FORD CAR & TRUCK PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
to 1928	Model T	4	3 3/4	8–1/4	4–1/4	L102	4102		2
1928–34	A, B, 46, Pass. Car; A, B, 46, 1/2 Ton; AA, BB4, 1 1/2 Ton	4	3 7/8	8–1/8	4–5/32	L200	4200		500
1928–34	Canadian Models, All	4	3 7/8	8–1/8	4–5/32	L200	4200		500
1932–45	V8, 85 and 90 HP: For 3-Ring Aluminum and Steel Slipper Type Pistons	8	3 1/16	16–3/32	8–5/32	L201	4201	1501	501
				Chrome Rebore-Rebuild Set C4201					
	For 3-Ring Solid Skirt Dome Head Steel Pistons			16–3/32	8–5/32	L202	4202	1502	501
				Chrome Rebore-Rebuild Set C4202					
	For 4-Ring Pistons			16–3/32	16–5/32	L270	4270	1570	570
				Chrome Rebore-Rebuild Set C4270					
	☛ Set No. L202, 1502, 4202, C4202 supplied only in Standard and .020 Oversize; when .030, .040 and .060 Oversizes are desired, use Set No. L201, 1501, 4201, C4201.								
1932–45	Canadian Models: V8, 85 and 90 H. P.: For 3-Ring Flat Head Pistons	8	3 1/16	16–3/32	8–5/32	L211	4211	1511	511
				Chrome Rebore-Rebuild Set C4211					
1937–40	V8, 60 HP, Pass. Cars and Trucks	8	2.6	16–3/32	8–5/32	L203	4203	1503	503
1939–49	(1939-49) V8, 95 and 100 HP Pass. Cars; (1939-47) Trucks and Buses; Army 11T-80, 11T-81, 85 and 90 HP. For 3-Ring Pistons	8	3 3/16	16–3/32	8–5/32	L248	4248	1548	548
				Chrome Rebore-Rebuild Set C4248					
	For 4-Ring Pistons			16–3/32	16–5/32	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					
1939–47	1/4-1/2-1 Ton Trucks: For 3-Ring Pistons	4	3 3/16	8–3/32	4–5/32	L922	4922	1622	1922
				Chrome Rebore-Rebuild Set C4922					
	For 4-Ring Pistons			8–3/32	8–5/32	L957	4957	1657	1957
				Chrome Rebore-Rebuild Set C4957					

Leak-Proof Piston Ring Sets, Chrome Rebore-Rebuild Sets and Service Special Ring Sets should not be used in Ford models equipped with the full length thin Steel Sleeve.

Rebore-Rebuild Ring Sets and Factory Type Ring Sets only are recommended for use in Ford models equipped with thin Steel Sleeve.

1941–48	Six: (1941-48) Pass. Cars; (1941-47) Trucks	6	3.3						
	For 3-Ring Pistons			12–3/32	6–3/16	L338	4338	1638	638
	For 4-Ring Pistons			12–3/32	12–3/16	L300	4300	1600	600
1942–46	GPW, 1/4 Ton Army Jeep	4	3 1/8	See Willys Jeep					
1942–47	Canadian Models: V8, 95 and 100 HP	8	3 3/16	16–3/32	16–3/16	L351	4351	1651	651
				Chrome Rebore-Rebuild Set C4351					
1948	F-1, F-2, F-3, F-4, 1/2-1 Ton; F-5, F-5 COE, F-6, F-6 COE, 1 1/2-2 Ton, "H" Engine, 95 HP	6	3.3	12–3/32	12–3/16	L2607	42607		12607
1948	F-1, F-2, F-3, 1/2-1 Ton; F-5, F-5 COE, F-6, F-6 COE, 1 1/2-2 Ton; "R" Engine, 100 HP	8	3 3/16	16–3/32	16–3/16	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					
1948	F-7, F-8, 2 1/2-3 Ton; "E" Engine, 145 HP	8	3 1/2	16–3/32	16–3/16	L2609	42609		12609

OVERSIZE SERVICE

All Ring Sets for Ford are available in Std.-20-30-40-60 thousandths oversize. No. L201, L270, 4201, C4201, 4270, C4270 are also available in .080 thousandths oversize. Nos. L200, 500, 501, 570 and 4200 are available in .080 and .100 thousandths oversize.

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for FITZJOHN BUS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1940–41	Duraliner 500, Cityliner 300, Falcon Jr. 500 (Chev. Eng.)	6	3 1/2	12–1/8	6–3/16	L205	4205	1505	505
				Chrome Rebore-Rebuild Set C4205					
1940–41	Falcon 600 (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1941–47	Falcon 600, Duraliner (Herc. WXLC-3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1941–47	Falcon 610 (I. H. C. FBB-450, FBC-450)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1947–48	Falcon, Super Power 525, 535 (Wauk. 140GK)	6	4 1/2	18–1/8	6–3/16	L497	4497		797
1947–48	Duraliner 510, Cityliner 310 (Herc. JXLD)	6	4	6–3/32					
				6–1/8	12–3/16	L2615	42615		12615

for FLXIBLE BUS

1933–35	83, 84, 94, 95, 20-B-95, Premier, Sterling Funeral Car and Ambulance (Buick 90)	8	3 5/16	16–1/8	16–5/32	L231	4231		531
1934–35	44, 45, 64, 65, Sentinel and Sentinel Forty, Premier, Sterling Funeral Car and Ambulance (Buick 40, 60)	8	3 3/32	16–1/8	16–5/32	L233	4233		533
1934–35	P4, 100, Funeral Car and Ambulance (Pontiac P8)	8	3 3/16	24–1/8	8–3/16	L220	4220		520
1935–36	16-C-75, 16-C-76, 19-C-76, 21-CC-75, C6-L1, Bus (Chevrolet 6)	6	3 5/16	12–1/8	6–3/16	L208	4208	1508	508
1937–40	16-C-77, 16-C-78, 19-C-77, 19-C-78, 20-CL-78, 21-CR-70, 25-CR-70, 25-CR-78, 25-CR-79 (Chevrolet 6)	6	3 1/2	12–1/8	6–3/16	L205	4205	1505	505
				Chrome Rebore-Rebuild Set C4205					
1939–40	25-BR-140, 25-BR-149, 29-BR-140, 29-BR-149 (Buick 60):	8	3 7/16						
	For Original 1939 Pistons			8–1/8					
				8–3/32	16–3/16	L238	4238		538
	For Late Type Pistons			16–3/32	16–3/16	L304	4304		604
				Chrome Rebore-Rebuild Set C4304					
1941–48	21-B1-48, 23-B2-47, 23-B2-48, 23-B3-47, 23-B3-48, 25-BR-41, 25-BR-42, 25-BR-46, 25-B1-47, 25-B1-48, 29-BR-41, 29-BR-42, 29-BR-46, 29-B1-47, 29-B1-48, 29-B6-48, 33-B7-48 (Buick 60, 70)	8	3 7/16	16–3/32	16–3/16	L304	4304		604
				Chrome Rebore-Rebuild Set C4304					
1941–48	21-CR-41, 21-CR-42, 21-C1-47, 21-C1-48, 25-CR-41, 25-CR-42, 25-CR-46, 33-37DC, 25-C1-47, 21-C1-48, 37-C1-47, 31-C1-48 (Chevrolet 6)	6	3 9/16	12–1/8	6–3/16	L336	4336	1636	636
				Chrome-Rebore-Rebuild Set C4336					

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1935–36	16-C-75, 21-CC-75, 16-C-76, 19-C-76, C6-L1, Bus	6	3 5/16	Chevrolet 6
1937–40	16-C-77, 16-C-78, 19-C-77, 19-CL-78, 20-C-78, 21-CR-70, 25-CR-78	6	3 1/2	Chevrolet 6
1939–40	25-BR-140, 25-BR-149, 29-BR-140, 29-BR-149	8	3 7/16	Buick 60
1941–46	25-BR-41, 25-BR-42, 29-BR-41, 29-BR-42	8	3 7/16	Buick 60
1941–48	21-CR-41, 21-CR-42, 25-CR-41, 25-CR-42, 25-C1-47, 37-C1-47	6	3 9/16	Chevrolet 6
1946–48	23-B2-47, 23-B3-47, 25-BR-46, 25-B1-47, 33-B7-48	6	3 7/16	Buick 70

for FORD CAR & TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
to 1928	Model T	4	3 3/4	8–1/4	4–1/4	L102	4102		2
1928–34	A, B, 46, Pass. Car; A, B, 46, 1/2 Ton; AA, BB4, 1 1/2 Ton	4	3 7/8	8–1/8	4–5/32	L200	4200		500
1928–34	Canadian Models, All	4	3 7/8	8–1/8	4–5/32	L200	4200		500
1932–45	V8, 85 and 90 HP: For 3-Ring Aluminum and Steel Slipper Type Pistons	8	3 1/16	16–3/32	8–5/32	L201	4201	1501	501
				Chrome Rebore-Rebuild Set C4201					
	For 3-Ring Solid Skirt Dome Head Steel Pistons			16–3/32	8–5/32	L202	4202	1502	501
				Chrome Rebore-Rebuild Set C4202					
	For 4-Ring Pistons			16–3/32	16–5/32	L270	4270	1570	570
				Chrome Rebore-Rebuild Set C4270					
	☛ Set No. L202, 1502, 4202, C4202 supplied only in Standard and .020 Oversize; when .030, .040 and .060 Oversizes are desired, use Set No. L201, 1501, 4201, C4201.								
1932–45	Canadian Models: V8, 85 and 90 H. P.: For 3-Ring Flat Head Pistons	8	3 1/16	16–3/32	8–5/32	L211	4211	1511	511
				Chrome Rebore-Rebuild Set C4211					
1937–40	V8, 60 HP, Pass. Cars and Trucks	8	2.6	16–3/32	8–5/32	L203	4203	1503	503
1939–49	(1939-49) V8, 95 and 100 HP Pass. Cars; (1939-47) Trucks and Buses; Army 11T-80, 11T-81, 85 and 90 HP. For 3-Ring Pistons	8	3 3/16	16–3/32	8–5/32	L248	4248	1548	548
				Chrome Rebore-Rebuild Set C4248					
	For 4-Ring Pistons			16–3/32	16–5/32	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					
1941–42	1/4-1/2-1 Ton Trucks: For 3-Ring Pistons	4	3 3/16	8–3/32	4–5/32	L922	4922	1622	1922
				Chrome Rebore-Rebuild Set C4922					
	For 4-Ring Pistons			8–3/32	8–5/32	L957	4957	1657	1957
				Chrome Rebore-Rebuild Set C4957					
1940–48	Bus: (1948) Metropolitan 8MB, 6 cyl; (1940–47) 5MB replacement 6 cyl. engine	6	3 1/2	12–3/32	12–3/16	L2639	42639		12639

Leak-Proof Piston Ring Sets, Chrome Rebore-Rebuild Sets and Service Special Ring Sets should not be used in Ford models equipped with the full length thin Steel Sleeve.

Rebore-Rebuild Ring Sets and Factory Type Ring Sets only are recommended for use in Ford models equipped with thin Steel Sleeve.

1941–48	Six: (1941-48) Pass. Cars; (1941-47) Trucks	6	3.3						
	For 3-Ring Pistons			12–3/32	6–3/16	L338	4338	1638	638
	For 4-Ring Pistons			12–3/32	12–3/16	L300	4300	1600	600
1942–46	GPW, 1/4 Ton Army Jeep	4	3 1/8	See Willys Jeep					
1942–47	Canadian Models: V8, 95 and 100 HP	8	3 3/16	16–3/32	16–3/16	L351	4351	1651	651
				Chrome Rebore-Rebuild Set C4351					
1948–49	F-1, F-2, F-3, 1/2-1 Ton; F-5, F-5 COE, F-6, F-6 COE, 1 1/2-2 Ton; "R" Engine, 100 HP	8	3 3/16	16–3/32	16–5/32	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					
1948–49	F-7, F-8, 2 1/2-3 Ton; "E" Engine, 145 HP	8	3 1/2	16–3/32	16–3/16	L2609	42609		12609
1948–49	1949 All 6 cyl. Pass. Cars; 1948-49 Trucks, F-1, F-2, F-3, F-4, 1/2-1 Ton; F-5, F-5 COE, F-6, F-6 COE, 1 1/2-2 Ton, "H" Engine, 95 HP	6	3.3	12–3/32	12–3/16	L2607	42607		12607

OVERSIZE SERVICE

All Ring Sets for Ford are available in Std.-20-30-40-60 thousandths oversize. No. L201, L270, L348, L957, 4201, C4201, 4270, C4270, 4348, 4957 are also available in .080 thousandths oversize. Nos. L200, 500, 501, 570 and 4200 are available in .080 and .100 thousandths oversize.

for FORD CAR & TRUCK

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1928–34	A, AA, B, BB, 46, 4 cyl.	Aluminum	3 7/8	PX-35 PX-2*
1932–42	85 H.P., V8, Canadian Models	Dome Head Aluminum	3 1/16	PX-44 PX-6*
		Flat Head		PX-4*
1932–36	85 H.P., V8, Pass. Cars & Trucks (3-Rings)	Full Slot	3 1/16	PX-26
1932–42	85, 90 H.P., V8, Pass. Cars & Trucks (3 Rings)			
		Flat Head, Dome Head, T-Slot, Robot Steel	3 1/16	PX-27 PX-34
		Flat Head Aluminum		PX-1*
		Dome Head Aluminum		PX-6*
		Dome Head Steel, Full Skirt or Slipper		PX-9*
	(4-Rings)	Solid Skirt		PX-51
1937–40	60 H.P., V8 Pass. Cars & Trucks (3 Rings)	Steel Dome Head	2.6	PX-29
		Steel, Full Skirt		PX-11*
1939–47	Canadian Models: All with 3 3/16" Motors (3 Rings), 8 cyl.	Aluminum	3 3/16	PX-15*
1939–47	95, 100 H.P., V8 Trucks & Busses, 8 cyl.; ½-1 Ton Trucks, 4 cyl. (3 Rings)	Steel	3 3/16	PX-30 PX-12*
		Robot T-Slot Aluminum		PX-13*
		Double U-Slot Aluminum		PX-16*
	(4-Rings)	Solid Skirt		PX-52
1941–48	Six Cylinder (1941-48) Pass. Cars and (1941-47) Trucks (3 Rings)	Steel	3.3	PX-30
	(4-Rings)	Solid Skirt		PX-52
1942–46	GPW, Jeep	See Willys Jeep Listing.		
1946–49	100 H.P., V8, Pass. Cars (4-Rings)	Solid Skirt	3 3/16	PX-52

Numbers marked with an asterisk (*) are U-Type Expanders. Others are Shell Type.

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1928–34	Pass. Car: A,B,46; Trucks: A,B,46, ½ Ton; AA,BB4, 1½ Ton	4	3 7/8	2–1/8	1–5/32	P-154AX	W-9108	LR-10	WB-1780
				Center Lock Ring Type Pin →			W-8093	LR-36	WB-1757 (2 used)
	☞ P-154AX is a Heavy Duty Aluminum Piston with Double Lock Ring Type Pin available fitted with Std. or .002 oversize Pin, and is supplied tin plated in finished size.								
1932–36	85 H.P. V8 Pass. Cars and Trucks	8	3 1/16	2–3/32	1–5/32	P-256AX	W-9347	LR-63	WB-1862
				2–3/32	2–5/32	P-257AX	W-9347	LR-63	WB-1862
				Center Lock Ring Type Pin (2 49/64" Long) →			W-9231	LR-41	WB-1861 (2 used)
				Short Double Lock Ring Type Pin (2 35/64" Long) →			W-9232	LR-42	WB-1862
	☞ P-256AX and P-257AX are T-Slot Cam Ground Robot Type Flat Head Alum. Pistons with Double Lock Ring Type Pin W-9347 (2 49/64" Long). and is supplied tin plated in finished size. P-256AX available fitted with Std., .001 or .002 oversize Pin.								
1937–42	85 & 90 H.P. V8 Pass. Cars, Trucks and Busses	8	3 1/16	2–3/32	1–5/32	Use 4 Ring Piston P-342AX	W-9347	LR-63	See Note
				2–3/32	2–5/32	P-342AX	W-9347	LR-63	See Note
				Pin for Factory Steel Pistons (2 27/32" Long) →			W-9325	LR-63	See Note
				Short Double Lock Ring Type Pin (2 25/64" Long) →			W-9232	LR-42	See Note
				Pin Plug for Early 1937 Pistons →			PP-6		
	NOTE: WB-1862 Pin Bushing for 1937-41 Models. WB-1961 Pin Bushing for 1942 Models.								
	☞ P-342AX is a T-Slot Cam Ground "Rams Horn" Type Dome Head Aluminum Piston available fitted with Std., .001 or .002 Oversize Pin No. W-9347 (2 49/64" Long).								

(Continued on next page)

for FORD CAR & TRUCK
PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1937–40	60 H.P. V8 Pass. Cars and Trucks...	8	2.6	2–3/32	1–5/32	P-260AX	W-9348	LR-63	WB-1914
	Pin for Factory Steel Pistons (2 3/8" Long) →						W-9326	LR-63	WB-1914
	☛P-260AX is a T-Slot Cam Ground Robot Type Dome Head Aluminum Piston, supplied only Pin Fitted with W-9348 Pin. Supplied tin plated when furnished in finished size.								
1939–49	1939–49, 95 & 100 H.P. V8 Pass. Cars and Buses 8 Cyl.; 1939–47 Trucks, 4 Cyl. 1/4-1/2-1 Ton Trucks; Army 11T-80, 11T-81, 85 & 90 H.P. 8 Cyl.....	4–8	3 3/16	2–3/32	1–5/32	Use 4 Ring Piston P-343AX	W-9325	LR-63	See Note
				2–3/32	2–5/32	P-343AX	W-9325	LR-63	See Note
	Pin for Factory Steel Pistons (2 21/32" Long) →						W-9360	LR-63	See Note
	NOTE: WB-1862 Pin Bushing for 1939-41 Models. WB-1961 Pin Bushing for 1942-48 Models.								
	☛P-343AX is a T-Slot Cam Ground "Rams Horn" Type Dome Head Aluminum Piston available fitted with Std., .001 or .002 Oversize Pin No. W-9325 (2 27/32" Long). Supplied tin plated when furnished in finished size.								
1941–48	1941–48, 6 Cyl. Pass. Cars; 1941–47 Trucks, built prior to Sept., 1947..	6	3.3	2–3/32	1–3/16	.....	W-9397	.....	WB-1951
				2–3/32	2–3/16	P-356AX	W-9397	LR-86	WB-1951
	☛P-356AX is supplied tin plated when furnished in finished size.								
1942–46	GPW, 1/4 Ton Army Jeep.....	4	3 1/8	See Willys Jeep listing.					
1947–48	Trucks: F-1, F-2, F-3, F-4, 1/2-1 Ton; F-5, F-5COE, F-6, F-6COE, 1 1/2-2 Ton; "H" Engine, 95 H.P.....	6	3.3	2–3/32	2–3/16	P-395AX	W-9414	LR-86	WB-1951
1947–48	Trucks: F-1, F-2, F-3, F-4, 1/2-1 Ton; F-5, F-5COE, F-6, F-6COE, 1 1/2-2 Ton; "R" Engine, 100 H.P.....	8	3 3/16	2–3/32	2–5/32	P-343AX	W-9325	LR-63	WB-1961
1947–48	Trucks: F-6, F-7, 2 1/2-3 Ton; "E" Engine, 145 H.P.....	8	3 1/2	2–3/32	2–3/16	P-400AX	W-9419	LR-86	.....

OVERSIZE SERVICE

PISTONS: Semi-Finished—Std.-5-20-30-40 and 60 thousandths oversize.

Ford A and V8 Pistons—"S" Type Semi-Finished Piston turned to .035 to be used for finishing pistons from Standard to and including .020 oversize. "OS" Type Semi-Finished Piston turned to .085 to be used for finishing pistons from .025 to .070 oversize.

Ford A Piston only—"OS—.125" Type Semi-Finished Piston turned to .125 to be used for finishing pistons from .075 to .110 oversize.

PISTON PINS: Std.-1 1/2-3-5-10 thousandths.

DRY CYLINDER SLEEVES

YEAR	MODELS	No. Cyl.	Cyl. Dia.	Sleeve	Wall Thickness	Length
1928–34	All 4 cyl. A, B, 46.....	4	3 7/8	SD-30	1/8	7 1/2 (Cut to Length)
				SD-34	3/32	7 1/2 (Cut to Length)
1932–45	All 85 and 90 H.P.....	8	3 1/16	SD-37	3/32	6 17/32 (Cut to Length)
				SD-51	1/8	6 17/32 (Cut to Length)
1937–40	All 60 H.P.....	8	2.6	SD-52	3/32	5 23/32 (Cut to Length)
1939–46	All 95 and 100 H.P. V8 and 4 cyl. Trucks.....	4–8	3 3/16	SD-56	3/32	6 1/2 (Cut to Length)

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for FORD CAR & TRUCK
VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1928–34	Pass. Car: A, B, 46. Trucks: A, B, 46. ½ Ton; AA, BB4, 1½ Ton.....	4	V-600	V-600	G-233	G-233	VS-100	VS-100	VK-10
	☛V-600 is available with Stem .015″ longer than standard. Order V-600-L.								
1932–48	1932–48, 85, 90, 95 and 100 H.P., V8 Pass. Cars and Buses; 1941-47, Trucks.....	8	V-1077-S	V-1077-S	Super Valve with Eatonite Face.				
			V-942	V-942	G-275	G-275	VS-330	VS-330	VK-116
							Valve Guide Retainer→		VK117
	☛V-942 is available with stem .015″ longer than standard. Order V-942-L.								
1937–40	60 H.P. V8 Pass. Cars and Trucks...	8	V-1200	V-1200	G-333	G-333	VS-325	VS-325	VK-140
							Valve Guide Retainer→		VK-141
	☛V-1200 is available with Stem .015″ longer than standard. Order V-1200-L.								
1941	4 Cyl., ½-1 Ton Trucks.....	4	V-1300	V-942	G-275	G-275	VS-330	VS-330	VK-116
							Valve Guide Retainer→		VK-117
1941–45	6 Cyl. Pass. Cars and Trucks.....	6	V-1331-S Super Valve with Eatonite Face.						
			V-1329	V-1330N	G-403	G-404	VS-330	VS-330	VK-116
							Valve Guide Retainer→		VK-117
			V-1354	V-1353N	G-403	G-404	VS-330	VS-330	VK-116
							Valve Guide Retainer→		VK-117
	☛V-1329, V-1330N Std. Length Valves. V-1353N, V-1354 Extra Length Valves, .020 Longer Stem.								
1941–46	1941, 4 cyl. GP, ¼ Ton; 1942-46, 4 cyl. ½-1 Ton Trucks.....	4	V-1300	V-942	G-275	G-275	VS-359	VS-359	VK-116
							Valve Guide Retainer→		VK-117
1942–46	GPW, ¼ Ton Army Jeep.....	4	See Willys Jeep listing.						
1946–48	1941–48, 6 Cyl. Pass. Cars; 1941–47, Trucks.....	6	V-1354	V-1353N	G-403	G-404	VS-330	VS-330	VK-116
							Valve Guide Retainer→		VK-117
1947–49	Trucks: F-1, F-2, F-3, F-4, ½-1 Ton; F-5, F-5COE, F-6, F-6COE, 1½-2 Ton; "H" Engine, 95 H.P., and 1949 Pass. Cars.....	6	V-1369-S Super Valve with Eatonite Face.						
			V-1370	V-1371N	G-417	G-417	VS-371	VS-371	VK-138
1947–48	Trucks: F-1, F-2, F-3, F-4, ½-1 Ton; F-5, F-5 COE, F-6, F-6 COE, 1½-2 Ton; "R" Engine, 100 H.P.....	8	V-1384	V-1384	G-420	G-420	VS-330	VS-330	VK-117
1947–48	Trucks: F-7, F-8, 2½-3 Ton; "E" Engine, 145 H.P.....	8	V-1388	V-1387N	G-421	G-421	VS-373	VS-373	.....

for FORD CAR & TRUCK
MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location

BEARING SIZE INFORMATION

The use of Oversize or Undersize Bearings in FACTORY REBUILT ENGINES is indicated by the following markings:
"A" stamped on Rod Channel indicates .004" Oversize O.D. Rod Bearing.
"AA" stamped on Rod Channel indicates .008" Oversize O.D. Rod Bearing.

"BB" stamped on Cheek of No. 1 Crank indicates .010 Undersize Main Bearings.

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
1932–36	85 H.P. V8 Pass. Cars and Trucks...	8	2750-S→Complete Set (4 Pair) Steel Back Cadmium Lined Con. Rod Bearings. Available Std. and .002 undersize.										
			2750 (4 Used)	See Note	☛CAST-IN TYPE MAIN BEARINGS SHOULD BE REBABBITTED								
			MB-1→Con. Rod Bolt Nut.										
	Main Bearing Thin Wall Inserts.....	....	....	....	2836	See Note	2836	See Note	2837	See Note	....	....	.....
	☛2836 and 2837, available .002, .010, .020, .030, and .060 undersize, are for rebuilt motors with large diameter (2.400") crankshaft.												
	Main Bearing Thick Wall Inserts....	....	....	....	2850	See Note	2850	See Note	2851	See Note	....	....	.....
	Bearing Shims	....	....	....	B-2451 1/64 B-2474 .006		B-2451 1/64 B-2474 .006		B-2452 1/64 B-2475 .006		....	....	.....
	☛2850 and 2851, available .002, .010, .020 and .060 undersize are for rebuilt motors with insert type bearings and small diameter (2") crankshaft.												
	Camshaft Bearings	....	....	....	MB-15 See Note		MB-16 See Note		MB-15 See Note		....	....	.....
	☛MB-15 and MB-16 are Precision Split Type Camshaft Bearings which require no reaming for Standard size Camshafts. Also available semi-finished with approx. .010" reaming stock.												
1937–39	60 H.P. V8 Pass. Cars and Trucks...	8	2890 (4 Used)	See Note	2891	See Note	2891	See Note	2892	See Note	....	....	.....
	Bearing Shims	....	....	....	B-2517 1/64		B-2517 1/64		B-2518 1/64		....	....	.....
	MB-2→Con. Rod Bolt Nut.												
	Camshaft Bearings	....	....	....	MB-29 See Note		MB-29 See Note		MB-29 See Note		....	....	.....
	☛2890 is available .002, .010, .020, .030, and .050 undersize. 2891 and 2892 are available .002, .010, and .060 undersize. MB-29 is a Precision Split Type Camshaft Bearing which requires no reaming for Standard size Camshafts.												

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for FORD CAR & TRUCK
MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
1937–38	85 H.P. V8 Pass. Cars, Trucks, and Buses	8	2750-S → Complete Set (4 Pair) Steel Back Cadmium Lined Con. Rod Bearings. Available Std., and .002 undersize.										
			2750 (4 Used)	See Note	2836	See Note	2836	See Note	2837	See Note			
			MB-1 → Con. Rod Bolt Nut.										
	Camshaft Bearings	....	....	....	MB-15 See Note		MB-16 See Note		MB-15 See Note		....	....	.....
			☛ MB-15 and MB-16 are Precision Split Type Camshaft Bearings which require no reaming for standard size Camshafts. Also available semi-finished with approx. .010″ reaming stock.										
			☛ 2750 is a Steel Back, Cadmium Lined Bearing, available with .002, .010, .020, .030 and .050 undersize I.D. with Std. O.D.; or with Std. I.D. and .005 oversize O.D., or with .002 undersize I.D. and .002 oversize O.D.; or with .003 undersize I.D. and .004 oversize O.D.; or with .005 undersize I.D. and .005 oversize O.D.; or with .010 undersize I.D. and .010 or .020 oversize O.D.; or with .020 undersize I.D. and .010 or .020 oversize O.D.; or with .030 undersize I.D. and .010 oversize O.D.										
			2836 and 2837 are available .002, .010, .020, .030 and .060 undersize										
	Thick Wall Main Bearings →	....	....	....	2996	See Note	2996	See Note	2997	See Note	....	....	.....
	Bearing Shims	....	....	....	B-2451 1/64 B-2474 .006		B-2451 1/64 B-2474 .006		B-2452 1/64 B-2475 .006		....	....	.....
			☛ 2996 and 2997, available .002, .010, .020, .030, and .060 undersize, are Thick Wall Main Bearings for use with 1937-38 Crankshaft (68-6303) 2.3985″ Diameter, when used with 1939 Cyl. Block (81A-6010B), intended for 2.4985″ Shaft.										
			☛ For late 1938, 85 H.P. Motors having 2.500″ Diameter Main Bearing Crankshaft Journals, use Bearings listed for 1939, 85 H.P. Motors.										
1939–45	85 and 90 H.P. V8 Pass. Cars, Trucks, and Buses	8	2970-S → Complete Set (4 Pair) Cadmium Lined Con. Rod Bearings. Available Std., and .002 undersize.										
			2970 (4 Used)	See Note	2966	See Note	2966	See Note	2967	See Note			
	Bearing Shims	....	....	....	B-2451 1/64 B-2474.006		B-2451 1/64 B-2474.006		B-2452 1/64 B-2475.006		....	....	.....
			MB-1 → Con. Rod Bolt Nut										
	Camshaft Bearings	....	....	....	MB-15 See Note		MB-16 See Note		MB-15 See Note		....	....	.....
			☛ 2970 Cadmium Lined Bearing, is available with .002, .010, .020, .030 and .050 Undersize I.D. with Std. O.D.										
			2966 and 2967 are available .002, .010, .020, .030 and .060 undersize.										
			☛ MB-15 and MB-16 are Precision Split Type Camshaft Bearings which require no reaming for Standard size Camshafts. Also available semi-finished with approx. .010″ reaming stock.										

(Continued on next page)

for FORD CAR & TRUCK
MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1939–48	1939–48, 95 and 100 H.P. V-8 Pass. Cars and Buses; 1939-47 Trucks. Army 11T-80, 11T-81, 85 and 90 H.P.	8	2975 (4 Used)	See Note	2966	See Note	2966	See Note	2967	See Note	....	....	.....
	Bearing Shims	....	....	....	B-2451 1/64 B-2474 .006		B-2451 1/64 B-2474 .006		B-2452 1/64 B-2475 .006		....	....	.....
			MB-1 → Con. Rod Bolt Nut										
	Camshaft Bearings	....	....	....	MB-15 See Note		MB-16 See Note		MB-15 See Note		....	....	.....

☛2975 Cadmium Lined Bearing, is available with .002, .010, .020, .030 and .050 Undersize I.D. with Std. O.D.

2966 and 2967 are available .002, .010, .020, .030 and .060 undersize

☛MB-15 and MB-16 are Precision Split Type Camshaft Bearings which require no reaming for Standard size Camshafts. Also available semi-finished with approx. .010″ reaming stock.

1940	60 H.P. V8 Pass. Cars and Trucks....	8	3200 (4 Used)	See Note	3201	See Note	3201	See Note	3202	See Note			
	Bearing Shims	....	....	....	B-2517 1/64		B-2517 1/64		B-2518 1/64				
			MB-2 → Con. Rod Bolt Nut										
	Camshaft Bearings	....	....	....	MB-29 See Note		MB-29 See Note		MB-29 See Note		....	....	.....

☛3200 is available .002, .010, .020, .030 and .060 undersize.

3201 and 3202 are available .002, .010, .020, and .060 undersize.

☛MB-29 is a Precision Split Type Camshaft Bearing, which requires no reaming for Standard Size Camshafts.

1941–46	4 Cyl. ¼-½-1 Ton Trucks.....	4	3215 (4 Used)	See Note	3216	See Note	3217	See Note	3216	See Note			
			MB-1 → Con. Rod Bolt Nut										
	☛3215, 3216 and 3217 are available .002, .010, .020 and .060 undersize.												
1941–48	1941–48, 6 Cyl. Pass. Cars; 1941–47, Trucks.....	6	3280	See Note	3281	See Note	3281	See Note	3282	See Note	3281	See Note	3
	☛3280, 3281, and 3282 are available .002, .010, .020, .030, and .060 undersize.												
1942–46	GPW, ¼ Ton Army Jeep.....	4	See Willys Jeep listing.										
1947–48	Trucks: F-1, F-2, F-3, F-4, ½-1 Ton; F-5, F-5COE, F-6, F-6COE, 1½-2 Ton, "H" Engine, 95 H.P.....	6	3533	See Note	3534	See Note	3534	See Note	3535	See Note	3534	See Note	3
	☛3533, 3534 and 3535 are available .002, .010, .020, .030 and .060 undersize.												
1947–48	Trucks: F-1, F-2, F-3, F-4, ½-1 Ton; F-5, F-5COE, F-6, F-6COE, 1½-2 Ton, "R" Engine, 100 H.P.....	8	3540	See Note	2966	See Note	2966	See Note	3541	See Note	....	....	.....
	☛2966, 3540 and 3541 are available .002, .010, .020, .030 and .060 undersize.												
1947–48	Trucks: F-7, F-8, 2½-3 Ton, "E" Engine, 145 H.P.....	8	3536	See Note	3537	See Note	3538	See Note	3539	See Note	....	....	.....
	☛3536, 3537, 3538 and 3539 are available .002, .010, .020, .030 and .060 undersize.												

★Dimensions following Shim Stock number indicates thickness of Shim. The Suffix "LS" indicates the Shims are loose stampings.

for FORD CAR & TRUCK
MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1937–38	85 H.P. V8 Pass. Cars, Trucks, and Buses	8	2750-S→Complete Set (4 Pair) Steel Back Cadmium Lined Con. Rod Bearings. Available Std., and .002 undersize.										
			2750 (4 Used)	See Note	2836	See Note	2836	See Note	2837	See Note			
			MB-1→Con. Rod Bolt Nut.										
	Camshaft Bearings	....	....	....	MB-15 See Note		MB-16 See Note		MB-15 See Note		....	....	.....

☛MB-15 and MB-16 are Precision Split Type Camshaft Bearings which require no reaming for standard size Camshafts. Also available semi-finished with approx. .010″ reaming stock.

☛2750 is a Steel Back, Cadmium Lined Bearing, available with .002, .010, .020, .030 and .050 undersize I.D. with Std. O.D.; or with Std. I.D. and .005 oversize O.D., or with .002 undersize I.D. and .002 oversize O.D.; or with .003 undersize I.D. and .004 oversize O.D.; or with .005 undersize I.D. and .005 oversize O.D.; or with .010 undersize I.D. and .010 or .020 oversize O.D.; or with .020 undersize I.D. and .010 or .020 oversize O.D.; or with .030 undersize I.D. and .010 oversize O.D.

2836 and 2837 are available .002, .010, .020, .030 and .060 undersize

Thick Wall Main Bearings→	....	....	2996	See Note	2996	See Note	2997	See Note					
Bearing Shims	....	....	B-2451 1/64 B-2474 .006		B-2451 1/64 B-2474 .006		B-2452 1/64 B-2475 .006		....	....	.....	....	.....

☛2996 and 2997, available .002, .010, .020, .030, and .060 undersize, are Thick Wall Main Bearings for use with 1937-38 Crankshaft (68-6303) 2.3985″ Diameter, when used with 1939 Cyl. Block (81A-6010B), intended for 2.4985″ Shaft.

☛For late 1938, 85 H.P. Motors having 2.500″ Diameter Main Bearing Crankshaft Journals, use Bearings listed for 1939, 85 H.P. Motors.

1939–45	85 and 90 H.P. V8 Pass. Cars, Trucks, and Buses	8	2970-S→Complete Set (4 Pair) Cadmium Lined Con. Rod Bearings. Available Std., and .002 undersize.										
			2970 (4 Used)	See Note	2966	See Note	2966	See Note	2967	See Note			
	Bearing Shims	....	....	....	B-2451 1/64 B-2474.006		B-2451 1/64 B-2474.006		B-2452 1/64 B-2475.006		....	....	.....
			MB-1→Con. Rod Bolt Nut										
	Camshaft Bearings	....	....	....	MB-15 See Note		MB-16 See Note		MB-15 See Note		....	....	.....

☛2970 Copper Alloy Super Bearing, is available with .002, .010, .020, .030 and .050 Undersize I.D. with Std. O.D.

2966 and 2967 are available .002, .010, .020, .030 and .060 undersize.

☛MB-15 and MB-16 are Precision Split Type Camshaft Bearings which require no reaming for Standard size Camshafts. Also available semi-finished with approx. .010″ reaming stock.

(Continued on next page)

for FORD CAR & TRUCK
MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1939–48	1946–48, 100 H.P. V-8 Pass. Cars; 1939–47, 95 and 100 H.P. V8 Trucks and Buses. Army 11T-80, 11T-81, 85 and 90 H.P., 8 Cyl.	8	2975 (4 Used)	See Note	2966	See Note	2966	See Note	2967	See Note	....	....	.....
	Bearing Shims	....	....	....	B-2451 1/64 B-2474 .006		B-2451 1/64 B-2474 .006		B-2452 1/64 B-2475 .006		....	....	.....
			MB-1→Con. Rod Bolt Nut										
	Camshaft Bearings	....	....	....	MB-15 See Note		MB-16 See Note		MB-15 See Note		....	....	.....
	☛2975 Copper Alloy Super Bearing, is available with .002, .010, .020, .030 and .050 Undersize I.D. with Std. O.D. 2966 and 2967 are available .002, .010, .020, .030 and .060 undersize. ☛MB-15 and MB-16 are Precision Split Type Camshaft Bearings which require no reaming for Standard size Camshafts. Also available semi-finished with approx. .010″ reaming stock.												
1940	60 H.P. V8 Pass. Cars and Trucks	8	3200 (4 Used)	See Note	3201	See Note	3201	See Note	3202	See Note			
	Bearing Shims	....	....	....	B-2517 1/64		B-2517 1/64		B-2518 1/64				
			MB-2→Con. Rod Bolt Nut										
	Camshaft Bearings	....	....	....	MB-29 See Note		MB-29 See Note		MB-29 See Note		....	....	.....
	☛3200 is available .002, .010, .020, .030 and .060 undersize. 3201 and 3202 are available .002, .010, .020, and .060 undersize. ☛MB-29 is a Precision Split Type Camshaft Bearing, which requires no reaming for Standard Size Camshafts.												
1940–48	Bus: (1948) Metropolitan 8MB; 1940-47, 5MB Replacement 6 Cyl. Engine	6	3533	See Note	3534	See Note	3534	See Note	....	....	3534	See Note	3
	☛3533 and 3534 are available .002, .010, .020, .030 and .060 undersize.												
1941–42	4 Cyl. 1/4-1/2-1 Ton Trucks	4	3215 (4 Used)	See Note	3216	See Note	3217	See Note	3216	See Note			
			MB-1→Con. Rod Bolt Nut										
	☛3215, 3216 and 3217 are available .002, .010, .020 and .060 undersize.												
1941–48	1941–48, 6 Cyl. Pass. Cars; 1941–47, Trucks	6	3280	See Note	3281	See Note	3281	See Note	3282	See Note	3281	See Note	3
	Camshaft Bearings	....	....	....	MB-37 MB-89		MB-37 MB-89		MB-37 MB-89		MB-37 MB-89		.....
	☛3280, 3281, and 3282 are available .002, .010, .020, .030, and .060 undersize. MB-37 is a Ream Type Camshaft Bearing; MB-89 is a Precision Type Camshaft Bearing.												
1942–46	GPW, 1/4 Ton Army Jeep	4	See Willys Jeep listing.										
1948–49	Trucks: F-7, F-8, 2 1/2-3 Ton, "E" Engine, 145 H.P.	8	3536	See Note	3537	See Note	3538	See Note	3539	See Note	....	....	.....
	☛3536, 3537, 3538 and 3539 are available .002, .010, .020, .030 and .060 undersize.												
1948–49	1949, All 6 Cyl. Pass. Cars; 1948-49 Trucks: F-1, F-2, F-3, F-4, 1/2-1 Ton; F-5, F-5COE, F-6, F-6COE, 1 1/2-2 Ton. "H" Engine, 95 H.P.	6	3533	See Note	3534	See Note	3534	See Note	3535	See Note	3534	See Note	3
	☛3533, 3534 and 3535 are available .002, .010, .020, .030 and .060 undersize.												
1948–49	1949, All 8 Cyl. Pass. Cars; 1948-49 Trucks: F-1, F-2, F-3, F-4, 1/2-1 Ton; F-5, F-5COE, F-6, F-6COE, 1 1/2-2 Ton, "B" & "R" Engine, 100 H.P.	8	3540	See Note	2966	See Note	2966	See Note	3541	See Note	....	....	.....
	Camshaft Bearings	....	....	....	MB-15		MB-16		MB-15		....	....	.....
	☛2966, 3540 and 3541 are available .002, .010, .020, .030 and .060 undersize. MB-15 and MB-16 are Precision Split Type Camshaft Bearings which require no reaming for Standard size Camshafts. Also available semi-finished with approximately .010″ reaming stock.												

★Dimensions following Shim Stock number indicates thickness of Shim. The Suffix "LS" indicates the Shims are loose stampings.

for FORD CAR & TRUCK
WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1928–31	Pass. Car: A. Trucks: A, ½ Ton; AA, 1½ Ton	4	PC-1	PA-110	PN-100 Packing Nut
1932	Pass. Car: B. Trucks: B, ½ Ton; BB, 1½ Ton	4	PC-2	PA-112	PN-100 Packing Nut
1932	Pass. Car: V8, 18	8		PA-143	MA-19
1933–34	Pass. Car: 46. Trucks: 46, ½ Ton; BB4, 1½ Ton	4			M-53 Bearing & Sleeve(Fr.) PB-1 Bushing(Rr.) PN-100 Packing Nut PK-1 Pump Packing M-3 Pulley Key M-18 Thrust Washer M-48 Bearing Felt M-49 Felt Retainer M-50 Steel Washer
1933–36	Pass. Car: 40, 48, 68, Trucks: 40, 50, 67, ½ Ton	8			
	Slotted Impeller with Four Straight Vanes		PC-22 (1)	PA-161	
	Impeller with Three Spiral Vanes			PA-143	MA-19 M-82 Outlet Plug
1933–36	Trucks: BBV8, 51, 1½ Ton	8			
	Single Pulley Pump		PC-13 (1)	PA-122	MA-19
	Double Pulley Pump		PC-18 (2)	PA-163	M-82 Outlet Plug
1937	Pass. Cars: 74 (60 H.P.) Trucks: 73, ½ Ton; 75, 1½ Ton (60 H.P.)	8	PC-17(1)	PA-154R	
1937–41	Trucks: 1937-39, 79, 81T, 81U, 817T, 91T, 91U, 917T, 99T, 99U, 997T, 1½ Ton; 1937-41 Cab-Over-Engine 81W, 811W, 811Z, 91W, 911W, 911Z, 917W, 99W, 991W, 991Z, 997W, 01W, 09W, 011W, 018W, 098W, 11W, 111W, 118W, 19W, 191W, 198W, 1½ Ton (85, 90, 95, and 100 H.P.—101″, 134″, 157″, 158″ Wh. B.) Bus: 1937–39, 81B, 99B, (85, 90, 95, 100 H.P.—141″ Wh. B.)	8			
	Right Pump		PC-25(2)	PA-164	
	Left Pump		PC-26(2)	PA-164	
1937–48	1937-48, Pass. Cars: 78, 81A, 91A, 01A, 11A, 21A, 69A, 79A, 89A (85, 90 and 100 H.P.). 1937-47, Trucks: 77, 78, 81C, 91C, 99C, 01C, 09C, 11C, 19C, 21C, 29C, 69C, 79C, ½ Ton; 91D, 99D, 01D, 09D, 11D, 19D, 21D, 29D, 69D, ¾ Ton; 81Y, 91Y, 99Y, 01Y, 09Y, 11Y, 19Y, 21A-73C, 21C, 21Y, 29Y, 69Y, 79Y, 1 Ton; 1940-47, 01T, 01U, 018T, 09T, 09U, 098T, 11T, 11U, 118T, 19T, 19U, 198T, 21T, 21U, 218T, 29T, 69T, 79T, 29U, 69U, 79U, 298T, 498T, 598T, 698T, 798T, 1½ Ton; 1942-47, Cab-Over-Engine 21W, 211W, 218W, 29W, 69W, 79W, 291W, 691W, 791W, 298W, 498W, 598W, 698W, 798W, 1½ Ton; (85, 90, 95 and 100 H.P.—101″, 112″, 114″, 118″, 122″, 134″, 158″ Wh. B.) Bus: 1940–47, 014T, 094T, 114T, 194T, 214T, 294T, 494T, 594T, 694T, 794T, 798T, School Bus, (85, 90, 95 and 100 H.P., 158″, 194″ Wh. B.)	8			
	Right Pump		PC-19(1)	PA-153	
	Left Pump		PC-20(1)	PA-153	
1938–40	Pass. Cars: 82A, 922A, 022A, (60 H.P.) Trucks: 82C, 922C, 022C, ½ Ton; 92D, 02D, ¾ Ton; 82Y, 92Y, 02Y, 1 Ton (60 H.P.)	8			
	Right or Left Pump		PC-23(1)	PA-201	
1940–47	Bus: 09B, 19B, 29B, 49B, 59B, 69B, 79B, (95 and 100 H.P. —148½″ Wh. B.)	8			
	Right Pump		PC-45(2)	PA-164	
	Left Pump		PC-46(2)	PA-164	
1941	6 Cyl. Pass. Cars and Trucks	6		PA-294	

(1) With Single Pulley. (2) With Double Pulley.

(Continued on next page)

for FORD CAR & TRUCK
WATER PUMPS & PARTS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1941–45	4 Cyl. ½-1 Ton Trucks	4	PC-44(1)	PA-244	
1942–48	1942-48, 6 Cyl. Pass. Cars; 1942-47, Trucks	6		PA-295R	
1942–46	GPW, ¼ Ton Army Jeep	4	See Willys Jeep.		

(1) With Single Pulley. (2) With Double Pulley.

INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number
3023	3¾x¼ C
3023B	3¾ .031x¼ C
3023C	3¾ .010x¼ C
3023D	3¾ .038x¼ C
BB-6106A	P-154AX Std.
BB-6108B	P-154AX .0025
BB-6108C	P-154AX .005
BB-6108D	P-154AX .015
BB-6108E	P-154AX .030
BB-6108F	P-154AX .045
40-6108A	P-256AX Std.
40-6108B	P-256AX .0025
40-6108C	P-256AX .005
40-6108D	P-256AX .015
40-6108E	P-256AX .030
40-6108F	P-256AX .045
52-6108A	P-260AX Std.
52-6108B	P-260AX .0025
52-6108C	P-260AX .005
52-6108D	P-260AX .015
52-6108E	P-260AX .030
52-6108F	P-260AX .045
91-6108AI	P-343AX Std.
01T-6108A	P-342AX Std.
01T-6108B	P-342AX .0025
01T-6108C	P-342AX .005
01T-6108D	P-342AX .015
01T-6108E	P-342AX .030
01T-6108F	P-342AX .045
09T-6108A	P-343AX Std.
09T-6108B	P-343AX .0025
09T-6108C	P-343AX .005
09T-6108D	P-343AX .015
09T-6108E	P-343AX .030
09T-6108F	P-343AX .045
29B-6108A	P-343AX Std.
29B-6108B	P-343AX .0025
29B-6108C	P-343AX .005
29B-6108D	P-343AX .015
29B-6108E	P-343AX .030
29B-6108F	P-343AX .045
2GT-6108A	P-356AX Std.
2GT-6108B	P-356AX .0025
2GT-6108C	P-356AX .005
2GT-6108E	P-356AX .030
7HA-6108A	P-395AX Std.
GPW-6110A	P-284A Std.
GPW-6110B	P-284A .010
GPW-6110C	P-284A .020
GPW-6110D	P-284A .030
01T-6110A	P-342A Std.
01T-6110B	P-342A .0025
01T-6110C	P-342A .005
01T-6110D	P-342A .015
01T-6110E	P-342A .030
01T-6110F	P-342A .045
01T-6110G	P-342A .060
01T-6110H	P-342A .020
01T-6110J	P-342A .040
09T-6110A	P-343A Std.
09T-6110B	P-343A .0025
09T-6110C	P-343A .005
09T-6110D	P-343A .015
09T-6110E	P-343A .030
09T-6110F	P-343A .045
09T-6110G	P-343A .060
09T-6110H	P-343A .020
09T-6110J	P-343A .040
1GA-6110D	P-356A .0025
1GA-6110E	P-356A .005
1GA-6110J	P-356A .0025
1GA-6110K	P-356A .005
2GT-6110A	P-356A Std.
2GT-6110C	P-356A .005
2GT-6110E	P-356A .030
2GT-6110G	P-356A .020
2GT-6110H	P-356A .040
2GT-6110J	P-356A .060
2N-6110A	P-343A Std.
29A-6110A	P-343A Std.
29A-6110B	P-343A .0025
29A-6110C	P-343A .005
29A-6110D	P-343A .015
29A-6110E	P-343A .030
29A-6110G	P-343A .020
29B-6110A	P-343A Std.
29B-6110B	P-343A .0025
29B-6110C	P-343A .005
29B-6110E	P-343A .030
29B-6110F	P-343A .045
29B-6110G	P-343A .060
29B-6110H	P-343A .020
29B-6110J	P-343A .040
40-6110A	P-256A Std.
40-6110B	P-256A .0025
40-6110C	P-256A .005
40-6110D	P-256A .015
40-6110E	P-256A .030
40-6110F	P-256A .045
40-6110G	P-256A .060
40-6110A2	P-256A Std.
40-6110B2	P-256A .0025
40-6110C2	P-256A .005
40-6110D2	P-256A .015
40-6110E2	P-256A .030
40-6110F2	P-256A .045
40-6110G2	P-256A .060
52-6110A	P-260AX Std.
52-6110B	P-260AX .0025
52-6110C	P-260AX .005
52-6110D	P-260AX .015
52-6110E	P-260AX .030
52-6110F	P-260AX .045
91A-6110A	P-343A Std.
99A-6110A	P-343A Std.
8EL-6110A	P-400AX Std.
B-6135A	W-8093 Std.
B-6135B	W-8093 .002
GPW-6135A	W-9358 Std.
GPW-6135B	W-9358.001
GPW-6135C	W-9358 .002
GPW-6135D	W-9358 .003
1GA-6135B	W-9397 Std.
1GA-6135D	W-9397 .001
1GA-6135E	W-9397 .002
1GA-6135F	W-9397 .002
18-6135A	W-9231 Std.
18-6135B	W-9231 .002
18-6135D	W-9231 .001 OS.
19A-6135A	W-9325 Std.
19A-6135B	W-9325 .002
19A-6135C	W-9325 .002
19A-6135D	W-9325 .001
48-6135A	W-9325 Std.
48-6135B	W-9325 .002 OS.
48-6135C	W-9325 .002 US.
48-6135D	W-9325 .001 OS.
49T-6135A	W-9325 Std.
49T-6135B	W-9325 .002
49T-6135C	W-9325 .002
49T-6135D	W-9325 .001
52-6135A	W-9326 Std.
52-6135C	W-9326 .002 OS.
52-6135D	W-9326 .002 US.
52-6135E	W-9326 .001 OS.
78-6135A	W-9347 Std.
78-6135B	W-9347 .002 OS.
78-6135C	W-9347 .002 US.
78-6135D	W-9347 .001 OS.
99A-6135A	W-9360 Std.
99A-6135B	W-9360 .002 OS.
99A-6135C	W-9360 .002 US.
99A-6135D	W-9360 .001 OS.
7HA-6135A	W-9414
8EL-6135A	W-9419
B-6140	LR-36
18-6140	LR-41
78-6140	LR-63
7HA-6140	LR-86
B-6149A	No. 500 Std.
B-6149B	No. 500 .005
B-6149D	No. 500 .015
B-6149G	No. 500 .030
B-6149H	No. 500 .045
B-6149J	No. 500 .060
1GA-6149A	No. 4338 Std.
1GA-6149B	No. 4338 .005
1GA-6149C	No. 4338 .015
1GA-6149D	No. 4338 .030
1GA-6149E	No. 4338 .045
1GA-6149G	No. 4338 .020
1GA-6149L	No. 4338 .040
1GAS-6149A	No. 1638 Std.
1GAS-6149B	No. 1638 .015
1GAS-6149C	No. 1638 .030
1GAS-6149D	No. 1638 .045
1GAS-6149E	No. 1638 .060
1GAS-6149F	No. 1638 .020
1GAS-6149G	No. 1638 .040
01T-6149J	No. 4270 Std.
01T-6149K	No. 4270 .020
01T-6149L	No. 4270 .030
01T-6149M	No. 4270 .040
01T-6149N	No. 4270 .060
01TS-6149A	No. 1570 Std.
01TS-6149B	No. 1570 .020
01TS-6149C	No. 1570 .030
01TS-6149D	No. 1570 .040
01TS-6149E	No. 1570 .060
INC-6149A	No. 4922 Std.
INCS-6149A	No. 1622 Std.
2GT-6149A	No. 638 Std.
2GT-6149B	No. 638 .020
2GT-6149C	No. 638 .040
2GT-6149D	No. 638 .030
2GT-6149E	No. 600 .060
2GT-6149J	No. 4300 Std.
2GT-6149K	No. 4300 .020
2GT-6149L	No. 4300 .040
2GT-6149M	No. 4300 .030
2GT-6149N	No. 4300 .060
2GTS-6149A	No. 1600 Std.
2GTS-6149B	No. 1600 .015
2GTS-6149C	No. 1600 .020
2GTS-6149D	No. 1600 .030
2GTS-6149E	No. 1600 .040
2GTS-6149F	No. 1600 .045
2GTS-6149G	No. 1600 .060
2NC-6149A	No. 4957 Std.
2NCS-6149A	No. 1622 Std.
9NS-6149A	No. 4922 Std.
18-6149A	No. 501 Std.
18-6149B	No. 501 .005
18-6149C	No. 501 .015
18-6149D	No. 501 .030
18-6149E	No. 501 .045
18-6149F	No. 501 .060
29A-6149A	No. 648 Std.
29A-6149B	No. 648 .020
29A-6149C	No. 648 .030
29A-6149D	No. 648 .040
29A-6149E	No. 648 .060

"C"—Compression Ring; "O"—Oil Ring; "Std."—Standard

(Continued on next page)

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for FORD CAR & TRUCK
INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
29AS-6149A	No. 1648 Std.
29AS-6149B	No. 1648 .020
29AS-6149C	No. 1648 .030
29AS-6149D	No. 1648 .040
29AS-6149E	No. 1648 .060
52-6149A	No. 503 Std.
52-6149B	No. 503 .0025
52-6149C	No. 503 .005
52-6149D	No. 503 .015
52-6149E	No. 503 .030
52-6149F	No. 503 .045
81A-6149A	No. 4201 Std.
81A-6149B	No. 4201 .005
81A-6149C	No. 4201 .015
81A-6149D	No. 4201 .030
81A-6149E	No. 4201 .045
81A-6149F	No. 4201 .060
81A-6149G	No. 4202 Std.
81A-6149H	No. 4202 .020
81A-6149J	No. 4202 .040
81AS-6149A	No. 1501 Std.
81AS-6149B	No. 1501 .030
81AS-6149C	No. 1501 .045
81AS-6149D	No. 1501 .060
81AS-6149E	No. 1502 Std.
81AS-6149F	No. 1502 .015
81AS-6149G	No. 1502 .020
81AS-6149H	No. 1502 .040
82A-6149A	No. 4203 Std.
82A-6149C	No. 4203 .005
82A-6149D	No. 4203 .015
82A-6149E	No. 4203 .030
82A-6149F	No. 4203 .045
82AS-6149A	No. 1503 Std.
82AS-6149B	No. 1503 .030
82AS-6149C	No. 1503 .045
82AS-6149D	No. 1503 .015
99A-6149A	No. 4248 Std.
99A-6149B	No. 4248 .005
99A-6149C	No. 4248 .015
99A-6149D	No. 4248 .030
99A-6149E	No. 4248 .045
99A-6149F	No. 4248 .060
99A-6149G	No. 4248 .020
99A-6149H	No. 4248 .040
99AS-6149A	No. 1548 Std.
99AS-6149B	No. 1548 .030
99AS-6149C	No. 1548 .045
99AS-6149D	No. 1548 .060
99AS-6149E	No. 1548 .015
99AS-6149F	No. 1548 .020
99AS-6149G	No. 1548 .040
B-6150A	3⅞x⅛ Std. C
B-6150B	3⅞ .005x⅛ C
B-6150D	3⅞ .015x⅛C
B-6150G	3⅞ .030x⅛ C
B-6150H	3⅞ .045x⅛ C
B-6150J	3⅞ .060x⅛ C
GPW-6150A	3⅛x3/32 Std. C
GPW-6150B	3⅛ .020x3/32 C
GPW-6150C	3⅛ .030x3/32 C
GPW-6150D	3⅛ .040x3/32 C
18-6150A	3 1/16x3/32 Std. C
18-6150B	3 1/16 .005x3/32 C

Car Factory Number	Our Number
18-6150C	3 1/16 .015x3/32 C
18-6150D	3 1/16 .030x3/32 C
18-6150E	3 1/16 .045x3/32 C
18-6150F	3 1/16 .060x3/32 C
52-6150F	2.6x3/32 Std. C
52-6150G	2.6 .005x3/32 C
52-6150H	2.6 .010x3/32 C
52-6150J	2.6 .020x3/32 C
52-6150K	2.6 .025x3/32 C
99A-6150A	3 3/16x3/32 Std. C
A-6152A	3⅞x⅛ Std. O
A-6152B	3⅞ .005x⅛ O
A-6152C	3⅞ .010x⅛ O
A-6152E	3⅞ .020x⅛ O
A-6152G	3⅞ .030x⅛ O
B-6153A	3⅞x5/32 Std. O
B-6153B	3⅞ .005x5/32 O
B-6153D	3⅞ .015x5/32 O
B-6153G	3⅞ .030x5/32 O
B-6153H	3⅞ .045x5/32 O
B-6153J	3⅞ .060x5/32 O
18-6153A	3 1/16x5/32 Std. O
18-6153B	3 1/16 .005x5/32 O
18-6153C	3 1/16 .015x5/32 O
18-6153D	3 1/16 .030x5/32 O
18-6153E	3 1/16 .045x5/32 O
18-6153F	3 1/16 .060x5/32 O
52-6153A	2.6 x5/32 Std. O
52-6153B	2.6 .005x5/32 O
52-6153C	2.6 .010x5/32 O
52-6153D	2.6 .020x5/32 O
52-6153E	2.6 .025x5/32 O
99A-6153A	3 3/16x5/32 O
GPW-6155A	3⅛x3/32 C
GPW-6155B	3⅛ .020x3/32 C
GPW-6155C	3⅛ .030x3/32 C
GPW-6155D	3⅛ .040x3/32 C
99A-6155A	3 3/16x5/32 Std. C
GPW-6156A	3⅛x3/16 Std. O
GPW-6156B	3⅛ .020x3/16 O
GPW-6156C	3⅛ .030x3/16 O
GPW-6156D	3⅛ .040x3/16 O
99A-6156A	3 3/16x5/32 Std. O
A-6207	WB-1757
1GA-6207A	WB-1951
2GA-6207A	WB-1951
18-6207	WB-1861
18-6207B	WB-1862
21A-6207	WB-1961
52-6207A	WB-1914
BB-6211A	Use 48-6211A
BB-6211CRP	2528 .010
GPW-6211A	3289 Std.
GPW-6211B	3289 .010
GPW-6211C	3289 .020
GPW-6211D	3289 .030
1GA-6211A	3280 Std.
1GA-6211B	3280 .001
1GA-6211C	3280 .002
1GA-6211D	3280 .005
1GA-6211E	3280 .010
1GA-6211F	3280 .012
1GA-6211G	3280 .020
9N-6211A	3215 Std.
9N-6211B	3215 .001

Car Factory Number	Our Number
9N-6211C	3215 .002
9N-6211D	3215 .005
9N-6211E	3215 .010
9N-6211F	3215 .012
9N-6211G	3215 .020
48-6211A	2750 Std.
48-6211B	2750 .003
48-6211C	2750 .010
48-6211D	2750 3 ID., 4 OD.
48-6211E	2750 10 ID., 8 OD.
48-6211F	2750 3 ID., 8 OD.
48-6211G	2750 10 ID., 4 OD.
48-6211J	2750 Std. ID., 4 OD.
48-6211K	2750 Std. ID., 8 OD.
48-6211L	2750 1½
48-6211M	2750 20 ID., Std. OD.
48-6211N	2750 20 ID., 4 OD.
48-6211P	2750 20 ID., 8 OD.
52-6211A	2890 Std.
52-6211B	2890 .003
52-6211C	2890 .010
52-6211D	2890 3 ID., 4 OD.
52-6211E	2890 10 ID., 8 OD.
52-6211F	2890 3 ID., 8 OD.
52-6211G	2890 10 ID., 4 OD.
52-6211H	2890 Std., ID, 4 OD.
52-6211J	2890 Std. ID., 8 OD.
52-6211K	2890 1½
52-6211L	2890 .020
81A-6211A	2970 Std.
81A-6211D	2970 3 ID., 4 OD.
81A-6211E	2970 10 ID., 8 OD.
81A-6211F	2970 3 ID., 8 OD.
81A-6211G	2970 10 ID., 4 OD.
81A-6211J	2970 Std. ID., 4 OD.
81A-6211K	2970 Std. ID., 8 OD.
81A-6211L	2970 1½
81A-6211M	2970 .020
92A-6211A	3200 Std.
92A-6211B	3200 .003
92A-6211C	3200 .010
92A-6211D	3200 3 ID., 4 OD.
92A-6211E	3200 10 ID., 8 OD.
92A-6211F	3200 3 ID., 8 OD.
92A-6211G	3200 10 ID., 4 OD.
92A-6211H	3200 Std. ID., 4 OD.
92A-6211J	3200 Std. ID., 8 OD.
92A-6211K	3200 1½
92A-6211L	3200 .020
99A-6211A	2975 Std.
99A-6211B	2975 3 ID., 4 OD.
99A-6211C	2975 10 ID., 8 OD.
99A-6211D	2975 3 ID., 8 OD.
99A-6211E	2975 10 ID., 4 OD.
99A-6211F	2975 15 ID., Std. OD.
99A-6211G	2975 Std. ID., 4 OD.
99A-6211H	2975 Std. ID., 8 OD.
99A-6211J	2975 3 ID., Std. OD.
99A-6211K	2975 .010
99A-6211L	2975 1½
99A-6211M	2975 .020
7HA-6211A	3533 Std.
8BA-6211A	3540 Std.
8EL-6211A	3536 Std.
18-6212	MB-1
52-6212	MB-2
40-6261	MB-16
40-6262	MB-15
01A-6261C	MB-15
022A-6261C	MB-29
01A-6262C	MB-16

Car Factory Number	Our Number
40-6262	MB-15 S.F.
1GA-6331A	3282 Std. Upper
1GA-6331B	3282 .001 Upper
1GA-6331C	3282 .002 Upper
1GA-6331D	3282 .005 Upper
1GA-6331E	3282 .010 Upper
1GA-6331F	3282 .012 Upper
1GA-6331G	3282 .020 Upper
1GA-6331H	3282 .030 Upper
7HA-6331F	3535 Std.
8BA-6331A	3541 Std.
8EL-6331A	3539 Std.
9N-6331A	3217 Std.
9N-6331B	3217 .001
9N-6331C	3217 .002
9N-6331D	3217 .005
9N-6331E	3217 .010
9N-6331F	3217 .012
9N-6331G	3217 .020
18-6331A	2851 Std.
18-6331B	2851 .005
18-6331C	2851 .010
18-6331D	2851 .015
52-6331A	2892 Std.
52-6331B	2892 .005
52-6331C	2892 .010
52-6331D	2892 .015 Longer
52-6331E	2892 15 OS., OD., 10 US.
52-6331F	2892 5, 15 Longer
52-6331G	2892 10, 15 Longer
68-6331A	2837 Std.
68-6331B	2837 .005
68-6331C	2837 .010
68-6331D	2837 .015 Longer
68-6331E	2837 15 OS., OD., 10 US.
68-6331F	2837 5 ID., 15 Longer
68-6331G	2837 10 ID., 15 Longer
68-6331H	2837 .015
68-6331J	2997 Std.
68-6331K	2997 .005
68-6331L	2997 .010
68-6331M	2997 Std. ID., 15 OD.
68-6331N	2997 5 ID., 15 OD.
68-6331P	2997 10 ID., 15 OD.
68-6331Q	2997 .015
68-6331T	2997 10 ID., 15 OSL.
68-6331U	2997 20 ID., Std. Length
68-6331W	2997 10 ID., 15 OD.
81A-6331A	2967 Std.
81A-6331B	2967 .005
81A-6331C	2967 .010
81A-6331D	2967 Std., 15 OSL.
81A-6331E	2967 5 ID., 15 OSL.
81A-6331F	2967 10 ID., 15 OSL.
81A-6331G	2967 .015
81A-6331H	2967 15 OD., 10 USL.
81A-6331J	2967 20 ID., Std. OD
81A-6331K	2967 10 OD., 10 US.
92A-6331A	3202 Std.
92A-6331B	3202 .005
92A-6331C	3202 .010
92A-6331D	3202 15 OSL.
92A-6331E	3202 5 ID., 15 OSL.
92A-6331F	3202 10 ID., 15 OSL.
92A-6331G	3202 15 OS., OD., 10 USL.
92A-6331H	3202 .020
GPW-6331-37A	2988 Std.

"C"—Compression Ring; "O"—Oil Ring; "Std."—Standard

(Continued on next page)

for FORD CAR & TRUCK
INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
GPW-6331-37B	2988 .010
GPW-6331-37C	2988 .020
GPW-6331-37D	2988 .030
1GA-6333A	3281 Std. Upper
1GA-6333B	3281 .001 Upper
1GA-6333C	3281 .002 Upper
1GA-6333D	3281 .005 Upper
1GA-6333E	3281 .010 Upper
1GA-6333F	3281 .012 Upper
1GA-6333G	3281 .020 Upper
1GA-6333H	3281 .030 (Upper)
9N-6333A	3216 Std.
9N-6333B	3216 .001
9N-6333C	3216 .002
9N-6333D	3216 .005
9N-6333E	3216 .010
9N-6333F	3216 .012
9N-6333G	3216 .020
18-6333A	2850 Std.
18-6333B	2850 .005
18-6333C	2850 .010
52-6333A	2891 Std.
52-6333B	2891 .005
52-6333C	2891 .010
68-6333A	2836 Std.
68-6333B	2836 .005
68-6333C	2836 .010
68-6333E	2836 15 OS., OD., 10 US.
68-6333F	2836 .015
68-6333G	2996 Std.
68-6333H	2996 .005
68-6333J	2996 .010
68-6333K	2996 .015
68-6333L	2996 15 OS. OD.
68-6333P	2996 10 ID., 15 OD.
81A-6333A	2966 Std.
81A-6333B	2966 .005
81A-6333C	2966 .010
81A-6333D	2966 .015
81A-6333E	2966 15 OS., OD., 10 US.
81A-6333F	2966 20 ID., Std. OD.
81A-6333G	2966 10 ID., 15 OD.
92A-6333A	3201 Std.
92A-6333B	3201 .005
92A-6333C	3201 .010
92A-6333D	3201 .015
92A-6333E	3201 .020
GPW-6333-38A	2986 Std.
GPW-6333-38B	2986 .010
GPW-6333-38C	2986 .020
GPW-6333-38D	2986 .030
7HA-6333A	3534 Std.
1GA-6337A	3282 Std. Lower
1GA-6337B	3282 .001 Lower
1GA-6337C	3282 .002 Lower
1GA-6337D	3282 .005 Lower
1GA-6337E	3282 .010 Lower
1GA-6337F	3282 .012 Lower
1GA-6337G	3282 .020 Lower
1GA-6337H	3282 .030 Lower
1GA-6338A	3281 Std. Lower
1GA-6338B	3281 .001 Lower
1GA-6338C	3281 .002 Lower
1GA-6338D	3281 .005 Lower
1GA-6338E	3281 .010 Lower
1GA-6338F	3281 .012 Lower
1GA-6338G	3281 .020 Lower
1GA-6338H	3281 .030 Lower
8EL-6338A	3537 Std.
GPW-6339-41A	2987 Std.
GPW-6339-41B	2987 .010
GPW-6339-41C	2987 .020
GPW-6339-41D	2987 .030
8EL-6342A	3538 Std.
B-6505	V-600
GPW-6505	V-917
1GA-6505, 1GT-6505	V-1329
01A-6505	V-942
7HT-6505	V-1369S
9N-6505	V-1300
11A-6505	V-942
11T-6505A	V-942
40-6505B	Use 11A-6505
40A-6505	V-942
52-6505B	V-1200
7HA-6505A	V-1370, V-1369S
8BA-6505A	V-1384
8EQ-6505	V-1388
B-6507	V-600
GPW-6507	V-918N
1GA-6507	V-1330N
1GT-6507	V-1330N
52-6507	V-1200
7HA-6507	V-1371N
8BA-6507A	V-1384
8EL-6507	V-1387N
B-6510	G-233
GPW-6510	G-165
1G-6510B, 1GA-6510B	G-403
40-6510	Use 40-6510A
40-6510A	G-275
52-6510A	G-333
7HA-6510A	G-417
8BA-6510	G-420
8EL-6510A	G-421
GPW-6511	G-264
1G-6511, 1GA-6511	G-404
06H-6512	VK-143R
40-6512	VK-117
52-6512	VK-141
B-6513	VS-100
GPW-6513	VS-358
2NC-6513	VS-359
40-6513B	Use 78-6513
52-6513	VS-325
68-6513	Use 78-6513
78-6513	VS-330
7HA-6513	VS-371
8EL-6513	VS-373
B-6514	VK-10
40-6514B	VK-116
52-6514A	VK-140
7HA-6514A	VK-138
GPW-6546	VK-68
A-8501	PC-1
B-8501	PC-2
09B-8501	PC-45 (Right)
9N-8501	PC-44
40-8501 (R. H.)	Use 51-8501B
51-8501B	PC-13
51-8501D (R. H.)	PC-18
52-8501B	PC-17
52-8501C	PC-23
78-8501	PC-19 (Right)
79-8501	PC-25 (Right)
09B-8502	PC-46 (Left)
40-8502 (L. H.)	Use 51-8501B
51-8502D (L. H.)	PC-18
68-8502B	Use 68-8502D
68-8502D	PC-22
78-8502	PC-20 (Left)
79-8502	PC-26 (Left)
18-8503	PH-6 (Right)
40-8503	Use 48-8503
48-8503	PH-12
78-8503	PH-19
18-8504	PH-6 (Left)
40-8504	Use 48-8503
78-8504	PH-20
A-8505	PH-1
B-8505	PH-2
09B-8505	PH-45
9N-8505	PH-44
52-8505A	PH-17
52-8505B	PH-23
79-8505	PH-25
09B-8506	PH-46
79-8506	PH-26
A-8507	M-281
B-8507	M-282
9N-8507	M-551
18-8507	M-283
78-8507	M-306
18-8509	PY-4
52-8509B	PY-8
78-8509	PY-7
79-8509B	PY-13
A-8510	PA-1
B-8510	PA-2
18-8510	PA-140
51-8510A	PA-121
52-8510B	PS-190
68-8510A	Use 68-8510B
68-8510B	PA-162
78-8511B	PS-189
1G-8512	PL-211 (Incl. Seal)
2GA-8512	PL-212R (Incl. Seal)
51-8512C	PL-179R
52-8512B	PL-174
78-8512	PL-173R
A-8513	M-15
B-8513	M-18
9N-8513	M-552
52-8514	M-190
48-8518	PH-12
48-8519	M-82
B-8520	PB-1
18-8520	PB-155
52-8520	PB-257
78-8520	PB-250
B-8523	PN-100
52-8541B	M-248
B-8542	M-48
18-8542	M-58
52-8542A	M-157
52-8542B	M-249
GPW-8543	M-459
1GA-8543	M-623
2GA-8543	M-627
1GA-8554	M-624
18-8554	M-17
GPW-8557	M-622
18-8557	M-38
68-8557A	M-625
18-8559	M-37
2GA-8560	M-625
18-8560	M-39
52-8560B	Use 52-8560C and 51-8561B
52-8560C, 52-8561B	M-250
52-8523B	PN-136
B-8524	PK-1
GPW-8524	M-622
2GA-8524	M-625
18-8524	M-187
B-8530A	M-53
GPW-8530	PS-193
2GA-8530	PS-234
79-8530	PS-194
2GA-8531	M-626
B-8535	M-53
51-8537	LR-62
52-8537	LR-61
B-8540B	M-49
18-8540	M-59
52-8541A	M-156
52-8561A	M-250
2GA-8572	M-625
68-8573	M-625
51-8574	LR-67
68-8574	M-625
51-8575	LR-62
GPW-8576	M-307
9N-8576	M-549
A-18515	PA-110
B-18515	PA-112
18-18515	Use 68-18515
68-18515	PA-161
78-18515	PA-153
A-21791-S3	M-51
33800-S2	3/8-24 Nut
34031S	M-51
34031S	M-173
34031-S18	M-173
34806-S2	3/8 Lock Washer
34807-S2	3/8 Lock Washer
34808-S	M-651
72004S	3/32x1/2 Cotter Pin
72016S	3/32x3/4 Cotter Pin
72035S	1/8x1 3/4 Cotter Pin
72053S	1/8x1 1/4 Cotter Pin
74172S	M-3
351127S	M-205
351501S	M-50
352503-S8	M-33

"C"—Compression Ring; "O"—Oil Ring; "Std."—Standard

PRINTED IN U.S.A.

for FORD TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–47	2N, 9N: For 3-Ring Pistons	4	3 3/16	8–3/32	4–5/32	L922	4922	1622	1922
				Chrome Rebore-Rebuild Set		C4922			
	For 4-Ring Pistons			8–3/32	8–5/32	L957	4957	1657	1957
				Chrome Rebore-Rebuild Set		C4957			
1939–44	Canadian Models: 9N For 4-Ring Pistons	4	3 3/16	8–3/32	8–3/16	L475	4475	1775	775
				Chrome Rebore-Rebuild Set		C4475			

Leak-Proof Piston Ring Sets, Chrome Rebore-Rebuild Sets, and Service Special Ring Sets should not be used in models equipped with the full length thin Steel Sleeve.

Rebore-Rebuild Ring Sets and Factory Type Ring Sets only are recommended for use in models equipped with thin Steel Sleeve.

OVERSIZE SERVICE

All Rings for Ford Tractor are available in Std.-20-30-40-60 thousands oversize.

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED: Comp.	PISTON RINGS USED: Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1939–47	9N	4	3 3/16	2–3/32	1–5/32	Use Piston P-343AX	W-9325	LR-63	WB-1862
				2–3/32	2–5/32	P-343AX	W-9325	LR-63	WB-1862
				Pin for Factory Steel Pistons → (2 31/32" Long)			W-9360	LR-63	WB-1862

☛ P-343AX is a T-Slot Cam Ground Rams Horn Type Dome Head Aluminum Piston.

OVERSIZE SERVICE

PISTONS: "S" and "OS" Semi-Finished—Std.-5-20-30-40-60 thousandths Oversize.

"S" Type Semi-Finished Pistons are turned to .035, used for finishing Pistons from Standard to and including .020 Oversize.

"OS" Type Semi-Finished Pistons are turned to .085, used for finishing Pistons from .025 to and including .070 Oversize.

PISTON PINS: Std.-1½-3-5-10 thousandths oversize.

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1939–47	9N, 4 cyl.	Steel	3 3/16	PX-30
				PX-12*
		Aluminum		PX-13*

DRY CYLINDER SLEEVES

YEAR	MODELS	No. Cyl.	Cyl. Dia.	Sleeve	Wall Thickness	Length
1939–47	9N	4	3 3/16	SD-56	3/32	6½ (Cut to Length)

for FORD TRACTOR

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1939–47	9N	4	V-1300	V-942	G-275	G-275	VS-330	VS-330	VK-116
							Valve Guide Retainer → →		VK-117

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1939–47	9N	4	3215	See Note	3216	See Note	3217	See Note	3216	See Note	....	....	.....
			MB-1 → Con. Rod Bolt Nut										

☞ 3215 is available .002, .010, .020 and .060 undersize.
3216, 3217 are available .002, .010, .020 and .060 undersize.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit
1939–48	9N, 8N	4	PC-44	PA-244	.....

for FORDSON TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1916–26	All (Flat Head Pistons)	4	4	8–1/4	4–1/4	L915	4915		1915
1927–28	All (Dome Head Pistons)	4	4	12–5/32	4–5/32		4803		1803
1928–33	All	4	4 1/8	12–5/32	4–5/32	L815	4815		1815
1934–41	All	4	4 1/8	12–5/32	4–7/32	L807	4807		1807

OVERSIZE SERVICE

All Ring Sets for Fordson Tractor are available in Std.-20-30-40-60 thousands oversize. Ring Sets 1807 and 1915 are also available in .080 and .100 thousands oversize.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1916–27	All (5/16" Dia. Valve Stem)	4	V-499	V-499	G-1	G-1	VS-60	VS-60	VK-72
1927–29	All (5/16" Dia. Valve Stem)	4	V-499	V-499	.....	.....	VS-60	VS-60	VK-72
1929–38	All (11/32" Dia. Valve Stem)	4	V-718	V-718	G-170	G-170	VS-60	VS-60	VK-72

for FORDSON TRACTOR
PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1916–26	All (Flat Head Piston)	4	4	3–1/4	.....	P-611X	W-6011	Osc.	.....
1927–28	All (Dome Head Piston)	4	4	3–5/32	1–5/32	P-881X	W-8081	LR-51	.....
	☛ Use two 5/32" Compression Rings in 5/16" Grooves on Piston P-881X.								
1928–33	All	4	4 1/8	3–5/32	1–5/32	Use Piston P-1135X	W-8081	LR-51	.....
1934–41	All	4	4 1/8	3–5/32	1–7/32	P-1135X	W-8081	LR-51	.....

OVERSIZE SERVICE

PISTONS: Semi-Finished-Std.-5-20-30-40-60 thousandths oversize.

PISTON PINS: Std.-1½-3-5-10 thousandths oversize.

for FOUR WHEEL DRIVE TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width Comp. Rings	Number and Width Oil Rings	Piston Ring Set Numbers Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1926–36	H, HT, H4, BTL, BTL4, BTL6, 1½-2½ Ton (Wisc. SU)	4	4	8–3/16	4–3/16	L917	4917		1917
1929–37	BTL6, H6, HH6, LM, 2-2½ Ton (Wauk. 6MS):	6	3 3/4						
	For Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1930–38	M7, MX, MX6, M6X6, T60, T65, 10-15T, 15-25T, 20-28T (Wauk. 6RB)	6	5	18–5/32	6–3/16		4445		745
1930–38	M5, MF6, M7, 3SU, SU, SSU, SUA, SSUA, X6 (6 WH.) 4-10 Ton (Wauk. 6SRL):	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1930–37	BT, BT6, C, CU6, CU6A, LBU, U6. HH6, HM, LM, OFS. Road Maintainer, 2-3 Ton, (Wauk. 6MK)	6	4 1/8	18–1/8	6–3/16	L458	4458		758
1932–38	J6, M5, MF6, MJ5, MJ6-5, MJ6, MJ6X6, YU, Feed Mill Unit, 5-10 Ton (Wauk. 6SRK):	6	4 5/8						
	For 3-Ring Pistons			12–1/4	6–1/4		4470		770
	For 4-Ring Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771
1933–38	60-T, 20-25T; 72-T, 25-30T; X6, 6-12T; X64F, 10-12T; MJ6, 6-7 T; M6, MF6, 6-7½ T; T40, 10-15T; 6-30 Tons (Wauk. 6-125)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1934	25-30T, TD72 (Cummins-Diesel 6H):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1934–43	HS, T26, 1½-7 Ton (Wauk. 6BK):	6	3 3/4						
	For Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1936–47	M6X6, M7, M10, T72, 10-30T (Herc. HXE)	6	5 3/4	18–5/32	6–1/4				2305

(Continued on next page)

for FOUR WHEEL DRIVE TRUCK
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1937–38	T32, 7½-10 Ton (Wauk. 6-110)	6	4	18–⅛	6–3/16	L848	4848		1848
1938–47	CU, CUA, CU6X6, HG, HR, HRT, 3-4 Ton (Wauk. 6MZR):	6	4¼						
	For 3-Ring Iron Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Iron & Aluminum Pistons			18–⅛	6–3/16	L888	4888		1888
	Chrome Rebore-Rebuild Set C4888								
1939–43	SU, SUA, 4-5 Ton (Wauk. SRLR):	6	4⅜	18–⅛	6–3/16	L933	4933		1933
	Chrome Rebore-Rebuild Set C4933								
1939–47	MJ5, MJ6, MJ6X6, (6 WH.) T40, (4 WH.) SU, YU, 5-10 Tons (Wauk. 6SRKR):	6	4⅝						
	For 3-Ring Iron Pistons			12–¼	6–¼		4470		770
	For 4-Ring Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771
1939–43	HG, HH6, HM, HR, T32 (Wauk. MKR):	6	4⅛	18–⅛	6–3/16	L458	4458		758
1939–43	M6X6, M7, T45, T60, T65 (4-6 WH.) 7½-10 Ton (Wauk. RBR)	6	5	18–5/32	6–3/16		4445		745
1941	99, 99S (Cummins-Diesel HB6, 150 H. P.):	6	4⅞						
	For 4-Ring Pistons			18–⅛	6–3/16		4947		1947
	For 5-Ring Pistons			18–⅛	12–3/16		4948		1948
1941–43	M6 (Wauk. 140GK)	6	4½	18–⅛	6–3/16	L497	4497		797
1941–46	M6X6, M7, M10 (Wauk. 145GK)	6	5¼	18–3/16	6–¼				*12542
1941–47	HA, T20, T30 (Wauk. 6BZ)	6	4	18–⅛	6–3/16	L848	4848		1848
1944–46	M6X6, M6X6D, M7, M7D, M10 (Cummins-Diesel HB 600):	6	4⅞						
	For 4-Ring Pistons			18–⅛	6–3/16		4947		1947
	For 5-Ring Pistons			18–⅛	12–3/16		4948		1948
1947	M7D, M10D, M6X6D (Buda 6DC844)	6	5¼	18–⅛	12–¼		42612		12612

* Set No. 12542 contains Keystone Rings for All Grooves.

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–37	HH6, LM, 2½T; BTL6, 2T; H6, 2-2½T	6	3¾	Waukesha 6MS
1930–38	M7, 7½-10T; MX, MX6, M6X6, 10-15T; T60, 15-25T; T65, 20-28T	6	5	Waukesha 6RB
1930–38	X6, 5½-6T (6 wh.); SU, 3SU, SSU, SUA, SSUA, 4-5T; M5, 5T; M-7, 7½-10T; MF6, 4-5T	6	4⅜	Waukesha 6SRL
1930–37	BT, BT6, U6, C, CU6, CU6A, 3½-4T; LBU, 5-6T	6	4⅛	Waukesha 6SRS
1932–38	LM, 2-2½T; HH6, HM, OFS, 2½-3T; LM, HM, Road Maintainer	6	4⅛	Waukesha 6MK
1932–38	MF6, 5-6T; M5, MJ5, YU, 5-7½T; J6, MJ6-5, MJ6, MJ6X6, 6-10T; "Feed Mill Unit"	6	4⅝	Waukesha 6SRK
1933–38	60-T, 20-25T; 72-T, 25-30T; X6, 6-12T; X64F, 10-12T; MJ6, 6-7T; M6, MF6, 6-7½T; T40, 10-15T	6	4⅜	Waukesha 6-125
1934–46	HS, 1½-2T; T-26, 6-7T	6	3¾	Waukesha 6BK
1936–46	M10, T72, M6X6, 10-30T	6	5¾	Hercules HXE
1938–47	CU, CUA, CU6X6, HG, HR, HRT, 3-4 Ton; HG, HR	6	4¼	Waukesha 6MZR
1939–45	SU, SUA, 4-5 Ton	6	4⅜	Waukesha 6SRLR
1939–47	YU, MJ5, MJ6, 5-7½T; T40 (4 wh.); MJ6X6, (6 wh.) 10 Ton; SU	6	4⅝	Waukesha6SRKR
1939–46	HH6, HG, HM, HR, T32	6	4⅛	Waukesha 6MKR
1939–46	M7, 7½-10T; T45, T60, T65 (4 wh.), M6X6 (6 wh.)	6	5	Waukesha 6RBR
1941	99, 99S	6	4⅞	Cummins-Diesel HB6, 150 H.P.
1941–46	M6	6	4½	Waukesha 140GK
1941–47	M7, M10, M6X6	6	5¼	Waukesha 145GK
1941–47	HA, T20, T30	6	4	Waukesha 6BZ
1944–46	M10D, M6X6D, M7D	6	4⅞	Cummins-Diesel HB600
1947	M7D, M10D, M6X6D	6	5¼	Buda 6DC844

for **FRAZER**

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1946–48	F-47, F-47C, F-485, F-486	6	3 5/16	12–3/32	12–5/32	L488	4488		788

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER Stock No.
1947–48	F47, F47C, F485, F486	T-Slot	3 5/16	PX-53
		Autothermic	3 5/16	PX-54

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.

SYMBOLS USED IN CONNECTION WITH ENGINE NUMBERS DENOTE THE FOLLOWING:

"A" Engines factory fitted with .010 undersize Main and Connecting Rod Bearings.
"X" Engines factory fitted with .002 undersize Main Bearings.
"B" Engines factory fitted with .002 oversize Pistons.
"N" Engines factory fitted with .020 oversize Pistons.
"NX" Engines factory fitted with .020 undersize Main Bearings and .020 oversize Pistons.
"AB" Combination of "A" and "B".
"AN" Combination of "A" and "N".
"BX" Combination of "B" and "X".

1946–48	F47, F47C, F485, F486	6	3 5/16	2–3/32	2–5/32	P-392NX	W-9413	LR-46	.....

☛P-392NX is a Nelson Bohnalite Steel Strut Type Aluminum Piston.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1946–47	F47, F47C	6	V-1363	V-1364N	G-374	G-374	VS-262	VS-262	VK-41
1948	F485, F486	6	V-1382	V-1383N	G-374	G-374	VS-262	VS-262	.....

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1946–48	F47, F47C, F485, F486	6	3447 3448	See Note	3508	See Note	3509	See Note	3510	See Note	3509	See Note	3

☛3447 (used in Conn. Rods 1-3-5) and 3448 (used in Conn. Rods 2-4-6) are available .001, .002, .010, .020 and .060 undersize.
3508, 3509 and 3510 are available .002, .010, .020 and .060 undersize.

For Interchangeability of Frazer Part Numbers with Our Numbers, see page 201.

for GARWOOD BUS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1938	CIF, CTF (Ford V-8):	8	3 1/16						
	For 3-Ring Aluminum Pistons			16–3/32	8–5/32	L201	4201	1501	501
				Chrome Rebore-Rebuild Set C4201					
	For 3-Ring Steel Pistons			16–3/32	8–5/32	L202	4202	1502	501
				Chrome Rebore-Rebuild Set C4202					
	For 4-Ring Pistons			16–3/32	16–5/32	L270	4270	1570	570
				Chrome Rebore-Rebuild Set C4270					
1939	EFI, EFT (Ford V-8):	8	3 3/16						
	For 3-Ring Pistons			16–3/32	8–5/32	L248	4248	1548	548
				Chrome Rebore-Rebuild Set C4248					
	For 4-Ring Pistons			16–3/32	16–5/32	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					

☞ Set Nos. L202, 1502, 4202, C4202 supplied only in Standard and .020 Oversize; when .030, .040 and .060 Oversizes are desired, use Set Nos. L201, 1501, 4201, C4201.

Leak-Proof Piston Ring Sets, Chrome Rebore-Rebuild Sets, and Service Special Ring Sets should not be used in Ford motors equipped with the full length thin Steel Sleeve.

Rebore-Rebuild Ring Sets and Factory Type Ring Sets only are recommended for use in Ford motors equipped with thin Steel Sleeve.

MOTOR PARTS

☞ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1938	CIF, CTF	8	3 1/16	Ford V8
1939	EFI, EFT	8	3 3/16	Ford V8

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for G. M. C. TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1928–29	T30, T42, 1½-2 Ton	6	3 5/16	12–1/8	6–3/16	L208	4208	1508	508
1929–31	T11, T15, T17, T18, T19, ½-1½ Ton (Type 200 Motor to No. 835001)	6	3 5/16	12–3/16	6–3/16	L274	4274		574
1930–31	T45, T51, T55, T60, T61, T82, T83, T90, 3½-5 Ton & TT. (Types 331 Motor to No. 2568137 with Up-Draft Carburetion)	6	3¾	12–1/8	6–3/16	L279	4279		579
1930–35	T25, T26, T30, T31, T33, T42, T43, T44, T45, T73, T73H, 010 Panel De Luxe 1½-3 Ton, (Type 257 Motor):	6	3 7/16						
	For Iron Pistons			12–1/8	6–3/16	L219	4219		519
	For Aluminum Pistons			18–1/8	6–3/16	L1328	5328		2328
1931–38	T43, T43T, T44, T45, T46, F46, T46H, T46W, T51, T51H, T51W, T55, T60, T61, T74, T74H, T75, T82, T83, T90, 2½-5 Ton (Type 331 Motor)	6	3¾	18–1/8	6–3/16	L816	4816		1816
	Chrome Rebore-Rebuild Set C4816								
1931–33	T85, T95, T95AS, T110, T130, 5-10 Ton (Type 707 Motor):	6	5						
	For 4-Ring Pistons			18–1/8	6–3/16		5054		2054
	For 5-Ring Pistons			18–1/8	12–3/16		4956		1956
	Chrome Rebore-Rebuild Set C4956								
1931–34	T85, T95, T110, T130, 5-10 Ton & TT (Type 616 Motor)	6	4 7/8	18–1/8	6–3/16		4947		1947
1932–34	T15, T18, T19, T23 after Engine 835001, T18 to Serial T18-6050; T23 to Serial T23-775; 1-1½ Ton; T18B, T23B, School Bus (Type 200 Motor) T16 to Serial T16-4000, 1½ Ton (Type 213 Motor)	6	3 5/16	12–1/8	6–3/16	L208	4208	1508	508
1934–37	T61, T61H, F61, F61H, T78, T78T, T79, T84, 4-5 Ton & TT (Type 450 Motor)	6	4⅜	18–1/8	12–3/16	L448	4448		748
1931–38	T5, T61, T61H, T75, T75H, T75T, T78, T83, T84, T84SX, T90, 4-5 Ton; 1936-38 T46, T46H after Chassis T46-1122, T61H; F46, F61, F61H, F61HX, 3½-5 Ton (Type 400 Motor)	6	4⅛	18–1/8	6–3/16	L878	4878		1878
	Chrome Rebore-Rebuild Set C4878								
1935	T16, after Serial T-16-4000, 1½ Ton (Type 213 Motor)	6	3 5/16	12–1/8	12–5/32	L224	4224		524
1936	T14, T16, T16H, ½-1½ Ton (Type 213 Motor)	6	3 5/16	12–1/8	12–3/16	L225	4225		525
1936–38	T18, T18B, T18H, T18HAS, F18, F18H, 1½ Ton (Type 239 Motor)	6	3 5/16	18–1/8	6–3/16	L818	4818		1818
1936–38	T23, T23H, F23, F23H, T33, 2 Ton (Type 257 Motor):	6	3 7/16	18–1/8	6–3/16	L1328	5328		2328
1936–38	T33, T33H, F33, F33H, 4930, 2½ Ton (Type 286 Motor)	6	3⅝	18–1/8	6–3/16	L937	4937		1937
	Chrome Rebore-Rebuild Set C4937								
1937–39	T14, 4405, 4407, 4409; 1937–38 T16, T16H, T16L, F16, F16H, Special Delivery, 4929, 4933; 1939 AF230, ½-1½ Ton. (Type 230 Motor):	6	3 7/16						
	For Pistons having 1/8" Comp. Ring Grooves			12–1/8	12–3/16	L226	4226		526
	For Pistons having 3/32" Comp. Ring Grooves			12–3/32	12–3/16	L264	4264		564
1938	T61, T61H, F61, F61H, F61HXX, F79, 5-10 Ton (Type 450 Motor)	6	4⅜	18–1/8	6–¼	L1286	5286		2286
	Chrome Rebore-Rebuild Set C5286								
1937–38	T14, T145, T15, T155, ½-1 Ton (Type 223 Motor)	6	3 7/16	12–1/8	6–3/16	L219	4219		519

(Continued on next page)

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for G. M. C. TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1938–46	Canadian Models: 1938-39 All; 1940-46, 93, 94, 95, 96, 98 (Type 224 Motor)	6	3 9/16	12–1/8	6–3/16	L223	4223		523
1939–40	T14, T145, T15, T155, ½-1 Ton (Type 223 Motor)	6	3 7/16	12–3/32	6–3/16	L265	4265		565
1939–47	AC100 to AC355; ACB300, ACS350, ACT350, ACK100, ACKX-353, ACV100, ACK150, ACK350, ACW350, AF240 to AF365; CC100 to CC355; CF300 to CF355; AF300 to AF303; AF310 to AF313; AF350 to AF355; AF360 to AF365; AFP240, AFX240; AFT360, AFW360; CCV100, CCS300, CCK350, CCS350, CCT350, CCW350; CFT350, CFW350, FC100, FC150, FC250, FC280, ½-1½ Ton (Type 228 Motor)	6	3 9/16	18–1/8	6–3/16	L846	4846		1846
				Chrome Rebore-Rebuild Set C4846					
1939–46	AC & AF400 to 405, 410 to 415, 450 to 455, 460 to 465; ACKWX-353, ACS 400, 450; ACT & ACW 400; AFKX-352, AFW410, CC & CF400 to 405, 450 to 455; CF-351, CCK-353; CCS400, 450; CCT, CCW, CFT & CFW400, FC300, FC-350, FF-351 to 355, FFR-351, 1½-3 Ton, Canadian Models 96H, 97 (Type 248 Motor)	6	3 23/32	18–1/8	6–3/16	L806	4806		1806
				Chrome Rebore-Rebuild Set C4806					
1939–46	AC & AF 500 to 505, 550 to 555; ACS, ACT & AFT 500, 2 Ton (Type 278 Motor)	6	3 5/8	18–1/8	6–1/4	L934	4934		1934
				Chrome Rebore-Rebuild Set C4934					
1939–48	AC & AF 520 to 525, 600 to 605, 650 to 655; ACR & AFR 520 to 525; AFK 500, AFKX502; ACT & ACW600; AFN & AFNX 650, 2½ Ton (Type 308 Motor)	6	3 13/16	18–1/8	6–1/4	L890	4890		1890
1939–46	AC & AF 620 to 625, 700 to 705; ACR & AFR 620 to 625; ACT, ACW, AFT, AFW & AY700; AC770, 3½ Ton (Type 361 Motor)	6	4 1/8	18–1/8	6–1/4	L935	4935		1935
				Chrome Rebore-Rebuild Set C4935					
1939–47	AC & AF 720 to 725, 800 to 805; ACR & AFR 720 to 725; AY800; AC & ACX870, AFKX804, TG3206, PG2903, PG2904, 4 Ton (Type 426 Motor):								
	For 4-Ring Pistons	6	4 1/4	18–1/8	6–1/4	L932	4932		1932
				Chrome Rebore-Rebuild Set C4932					
	For 5-Ring Pistons	6	4 1/4	18–1/8	6–1/4 6–3/16	L1277	5277		2277
1939–46	AC & AF 750 to 755, 850 to 855; ACR & AFR 750 to 755; ACK, AFR & AY850; AFNX 870; AC & ACX 890, TG3609, 5 Ton (Type 451 Motor)								
	For 4-Ring Pistons	6	4 3/8	18–1/8	6–1/4	L1286	5286		2286
				Chrome Rebore-Rebuild Set C5286					
	For 5-Ring Pistons	6	4 3/8	18–1/8	6–1/4 6–3/16	L2566	42566		12566
1939–46	ADC & ADF 440, 500, 550, 600, 650 (Own 3-71 Diesel)	3	4 1/4	12–1/8	6–3/16	L953	4953		
				Chrome Rebore-Rebuild Set C4953					
1939–47	ADC & ADF 700, 750, 800, 850, ADC770, ADCR-750, ADCX870, 890, ADFR750, TD3206, TD3207, TD3609, TD3610, PD2902, PD2903, PD3302, PDA3702 (Own 4-71 Diesel)	4	4 1/4	16–1/8	8–3/16	L954	4954		
				Chrome Rebore-Rebuild Set C4954					

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PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–47	ADC900, ADCR900, ADCW950, ADCW970, TD4007, TD4008, TD4506, TD4507 (Own 6-71 Diesel)	6	4 1/4	24–1/8	12–3/16	L955	4955		
	Chrome Rebore-Rebuild Set C4955								
1940–48	ACKWX353, AFKWX352, AFWX354; CCX 453, 454; CCKW353; CCKWX 352, 353, CC & CF 450 to 455, FF-451 to 455 (Type 256 & 270 Motors)	6	3 25/32	18–1/8	6–3/16	L923	4923		1923
1941–46	CC & CF 350 to 355, 1 1/2 Ton (Type 236 Motor)	6	3 5/8	18–1/8	6–3/16	L937	4937		1937
	Chrome Rebore-Rebuild Set C4937								
1941–47	AC & AF 750 to 755, 850 to 855, ACR & AFR 750 to 755, TG3207, TG3610, 5 Ton (Type 477 Motor)	6	4 1/2						
	For 4-Ring Piston	....	....	18–1/8	6–1/4	L1261	5261		2261
	For 5-Ring Piston	....	....	18–1/8	6–1/4 6–3/16	L1441	5441		2441

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1930–35	T25, T26, T30, T31, T33, T42, T43, T44, T45, T73, T73H, 010 Panel DeLuxe, 1 1/2–3 Ton (Type 257 Motor)	6	3 7/16	2–1/8	1–3/16	.....	W-9338	Osc.	.....
				3–1/8	1–3/16	P-272AX	W-9338	Osc.	.....
	☛P-272AX is an Optional High Compression Heavy Duty Aluminum Piston, supplied pin fitted only.								
1931–46	T85, T95, T95AS, T110, T130, 5-10 Ton (Type 707 Motor)	6	5	3–1/8	1–3/16	Use Piston P-357AX	.....	.....	.....
				3–1/8	2–3/16	P-357AX	.....	.....	.....
	☛P-357AX is a Concave Head Piston, supplied Pin Fitted only (Ratio 4.83:1).								
1934	T16 to Serial T16-4000, 1 1/2 Ton (Type 213 Motor)	6	3 5/16	2–1/8	1–3/16	P-1047X	W-9272	.....	WB-1833
1934–36	T43T, T46, T46H, T46W, T51, T51H, T51W, T74, T74H, T75, 2 1/2-3 1/2 Ton (Type 331 Motor No. 1331-2199 to No. 1331-4478)	6	3 3/4	3–1/8	1–3/16	P-253AX	W-9339	Osc.	.....
1934–37	T61, T61H, F61, F61H, T78, T78T, T79, T84, 4-5 Ton & TT (Type 450 Motor)	6	4 3/8	3–1/8	2–3/16	P-250AX	.....	.....	.....
1934–38	T5, T61, T61H, T75, T75H, T75T, T78, T83, T84SX, 4-5 Ton; 1936-37, T46, T46H after Chassis T46-1122; F46, F61, F61H, 3 1/2-5 Ton (Type 400 Motor after No. 1400-757; Compression Ratio: 4.73:1—Lock Ring Type Pin)	6	4 1/8	3–1/8	1–3/16	P-270AX	W-9344	.....	.....
	☛P-270AX is a Flat Dome Piston (4.73:1 Ratio).								
1935	T16 after Serial T16-4000, 1 1/2 Ton, (4-Ring Piston) (Type 213 Motor)	6	3 5/16	2–1/8	2–5/32	P-1150X	W-9272	.....	WB-1833

(Continued on next page)

for G. M. C. TRUCK

PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1936	T14, T16, T16H, ½-1½ Ton (Type 213 Motor)	6	3 5/16	2–1/8	2–3/16	P-187AX	W-9296	.....	WB-1833
	☛P-187AX is a T-Slot Cam Ground Original Type Piston.								
1936–38	T18, T18B, T18H, T18HAS, F18, F18H, 1½ Ton. (Type 239 Motor)	6	3 5/16	3–1/8	1–3/16	P-251AX	W-9306	LR-70	WB-1906
				3–1/8	1–3/16	P-325AX	W-9306	LR-70	WB-1906
	☛P-251AX is a Standard Compression Heavy Duty Aluminum Piston. P-325AX is a High Compression Heavy Duty Aluminum Piston.								
1936–38	T23, T23H, F23, F23H, T33, 2 Ton. (Type 257 Motor)	6	3 7/16	3–1/8	1–3/16	P-246AX	W-9307	LR-70	WB-1906
				3–1/8	1–3/16	P-324AX	W-9307	LR-70	WB-1906
	☛P-246AX is a Standard Compression Heavy Duty Aluminum Piston. P-324AX is a High Compression Heavy Duty Aluminum Piston.								
1936–38	T33, T33H, F33, F33H, 4930, 2½ Ton (Type 286 Motor)	6	3 5/8	3–1/8	1–3/16	P-252AX	W-9308	LR-70	WB-1906
1936–38	T46, F46, T74, T74H, 3½ Ton. (Type 331 Motor after No. 1331-4478)	6	3 3/4	3–1/8	1–3/16	P-269AX	W-9309	LR-73	.....
1937–39	1937, T14, 4405, 4407, 4409; 1937–38, T16, T16H, T16L, F16, F16H, Spec. Del. 4929, 4933; 1939, AF230, ½-1½ Ton. (Type 230 Motor)	6	3 7/16	2–3/32	2–3/16	P-273AX	W-9323	.....	WB-1833
				2–1/8	2–3/16	→Rings for Original 1937-39 Pistons.			
	☛P-273AX is a T-Slot Cam Ground Late Type Piston.								
1937–40	T14, T145, T15, T155, ½-1 Ton. (Type 223 Motor)	6	3 7/16	2–1/8	1–3/16	Use Piston P-1220X	W-9284	.....	WB-1787 (2 Used)
				2–3/32	1–3/16	P-1220X	W-9284	.....	WB-1787 (2 Used)
1938	T61, T61H, F61, F61H, F61HXX, F79, 5-10 Ton. (Type 450 Motor)	6	4 3/8	3–1/8	1–1/4	P-271AX	.....	.....	.....
1939–40	AC100, 101, 102, 150, 152, 250, 252, 300 to 305, 350 to 355; AF240, 241, 300 to 303, 310 to 313, 350 to 355, 360 to 365; ACK100, 150, 350; ACKX353; ACV100; ACB300; ACS300, 350; ACT & ACW350; AFP & AFX240; AFT & AFW360, ½-1½ Ton. (Type 228 Motor)	6	3 9/16	3–1/8	1–3/16	P-294AX	W-9364	LR-66	WB-1925 2 Used
	☛NOTE: P-294AX is a Stephead Piston (6.15:1 Ratio). For Models AF310 to AF313 originally equipped with Pistons having "492" Cast on Side (2 31/32" Compression Distance), use P-319AX, shown in later listing.								
1939–40	AC & AF400 to 405, 410 to 415, 450 to 455, 460 to 465; ACKWX353, AFKW352; ACS400, 450; ACT & ACW400; AFW410, 1½-2½ Ton. (6.15:1 Ratio, Type 248 Motor)	6	3 23/32	3–1/8	1–3/16	P-295AX	W-9365	LR-66	WB-1925 2 Used
1939–46	AC & AF500 to 505, 550 to 555; ACS, ACT & AFT 500, 2 Ton. (Type 278 Motor)	6	3 5/8	3–1/8	1–1/4	P-296AX	W-9366	LR-78	WB-1926
1939–48	AC & AF 520 to 525, 600 to 605, 650 to 655; ACR & AFR 520 to 525; AFK 500; AFKX-502; ACT & ACW 600; AFN & AFNX 650, 2½ Ton. (Type 308 Motor)	6	3 13/16	3–1/8	1–1/4	P-297AX	W-9367	LR-78	WB-1926
	☛P-297AX is a Stephead Piston (6.00:1 Ratio).								

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PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1939–46	AC & AF 620 to 625, 700 to 705; ACR & AFR 620 to 625; ACT, ACW, AFT, AFW & AY700; AC770, 3½ Ton. (Type 361 Motor)	6	4⅛	3–⅛	1–¼	P-298AX	W-9344	LR-79	WB-1927
	☛P-298AX is a Stephead Piston (5.9:1 Ratio).								
1939–46	AC & AF 720 to 725, 800 to 805; ACR & AFR 720 to 725; AFKX-804; AY800; AC & ACX870, 4 Ton. (Type 426 Motor)	6	4¼	3–⅛	1–¼	Use 5-Ring Piston P-299ARX	W-9368	LR-79	WB-1927
				3–⅛	1–¼ 1–3/16	P-299ARX	W-9368	LR-79	WB-1927
	☛P-299ARX is a Stephead Piston (5.9:1 Ratio).								
1939–46	AC & AF 750 to 755, 850 to 855; ACR & AFR 750 to 755; ACK, AFR & AY850; AFNX870; AC & ACX 890, 5 Ton. (Type 451 Motor)	6	4⅜	3–⅛	1–¼ 1–3/16	P-300ARX	W-9369	LR-79	WB-1927
1939–48	Diesel Motors 2–71, 3-71, 4-71, 6-71	2–3 4–6	4¼	4–⅛	2–3/16	SA-120 P-1278X	W-9401	LR-87 Pin Cover→	WB-1953 M-643
1940–46	ACKWX-353, AFWX-354; Special CC & CF 450 to 455, 1½-2½ Ton. (Type 256 Motor)	6	3 25/32	3–⅛	1–3/16	P-336AX	W-9365	LR-66	WB-1925 2 Used
	☛P-336AX is a Stephead Piston (6.75:1 Ratio).								
1940–48	CCKW352,353;CCKWX353,CCX453, 454; Special CC & CF 450 to 455, EC450, 470, EF450, 470, ECS450, FF-451 to 455, 1½ Ton (Type 270 Motor)	6	3 25/32	3–⅛	1–3/16	P-335AX	W-9365	LR-66	WB-1925 2 Used
	☛P-335AX is a Stephead Piston (6.75:1 Ratio).								
1941–48	CC100, 101, 102, 150, 152, 250, 252, 260, 262, 300 to 305, 350 to 355; CF300 to 303, 350 to 355; CCV100; CCS300, 350; CCK, CCT, CCW, CFT & CFW350, EC100, 150, 250, 280, ½-1½ Ton (Type 228 Motor)	6	3 9/16	3–⅛	1–3/16	P-319AX	W-9364	LR-66	WB-1925 2 Used
1941–46	CC & CF 350 to 355, EC300, 1½ Ton (Type 236 Motor)	6	3⅝	3–⅛	1–3/16	P-344AX	W-9364	LR-66	WB-1925 2 Used
1940–48	AFKX352, CF351, CCK353; CC & CF 400 to 405, 450 to 455; CCS400, 450; CCT, CCW, CFT & CFW400, EC350, EC370, EF350, EF370, EC400, EF400, 1½ Ton. FF-351 to 355, FFR-351, COE. (Type 248 Motor) (6.75:1 Ratio)	6	3 23/32	3–⅛	1–3/16	P-320AX	W-9365	LR-66	WB-1925 2 Used
1941–46	AC & AF 750 to 755, 850 to 855; ACR & AFR 750 to 755, 5 Ton. (Type 477 Motor)	6	4½	3–⅛	1–¼ 1–3/16	P-358AX	.....	LR-79	WB-1927

NOTE: Pistons listed for Models CC & CF 100 to 360 may be used in Sets of 6 to replace Original Type Pistons in corresponding AC & AF Models, provided that G.M. Distributor No. 1110075 is also installed.

Pistons listed for Models CC & CF 400 to 460 are usable in Sets of 6 in corresponding AC & AF Models, provided that G.M. Distributor No. 1110100 is also installed.

P-250AX, P-252AX, P-253AX, P-269AX, P-270AX, P-271AX, P-272AX, P-294AX, P-295AX, P-296AX, P-297AX, P-298AX, P-299ARX, P-300ARX, P-319AX, P-320AX, P-324AX, P-325AX, P-335AX, and P-336AX are Heavy Duty Aluminum Pistons. These Pistons are for use only in motors which rotate clockwise.

for G. M. C. TRUCK

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1928–30	T40, T50, T60, T80, T82, T90, 2-5 Ton and TT.....	6	.....	.....	G-134	G-133	VS-220 Inner VS-221 Outer	VS-220 Inner VS-221 Outer	VK-12
1928–35	T30, T42, 1½-2 Ton (Buick Type Motor, 3 5/16"): T23, T25, T26, T30, T31, T33, T42, T43, T44, T45, T73, T73H, 010 Panel DeLuxe, 1½-3 Ton (Type 257 Motor, 3 1/16"); T18 after Serial T18-6050, T23 after Serial T23-776; T33L, 1½-2 Ton (Type 221 Motor, 3 3/16").....	6	V-1011 → 45° Face	V-1012N	G-132	G-131	VS-220 Inner VS-221 Outer	VS-220 Inner VS-221 Outer	VK-12
1928–33	T10, T11, T15, T17; T18 to Serial T18-6050, T19; T23 to Serial T23-776 (Type 200 Motor).....	6	V-479	.....	.....	.....	VS-103	VS-103	VK-57
1931–33	T51, T51H, T55, T60, T61, T82, T83, T90, 3½-5 Ton & TT (Type 331 Motor, 3¾").....	6	.....	.....	G-134	G-133	VS-220 Inner VK-221 Outer	VS-220 Inner VK-221 Outer	VK-12
1931–36	T5, T61, T61H, T75, T75H, T75T, T78, T83, T84, T90, 4-5 Ton & TT (Type 400, 4⅛" and 450, 4⅜" Motors); T43T, T46, T46H, T51, T51H, T51W, T74, T74H, T75, 2½-3½ Ton & TT, (Type 331, 3¾" and 400, 4⅛" Motors).....	6	V-1080-S Super Valve with Eatonite Face.						
			V-949	V-950N	G-134	G-133	VS-220 Inner VS-221 Outer	VS-220 Inner VS-221 Outer	VK-12
						Valve Lifter Spring →	VS-240	VS-240	
1934–35	T16, 1½ Ton (Type 213 Motor, 3 5/16")	6	V-960	V-961N	G-280	G-280	VS-271	VS-271	VK-84
1934–38	T46, F46, T61, T61H, F61, F61H, F61HX, F61HXX, T75, T75H, T75T, T78, T78T, F79, T83, T84, T84SX, 3½-10 Ton. (Type 331, 3¾"; 400, 4⅛"; and 450, 4⅜" Motors.....	6	V-1080-S Super Valve with Eatonite Face.						
			V-949	V-950N	G-134	G-133	VS-220 Inner VS-221 Outer	VS-220 Inner VS-221 Outer	VK-126
						Valve Lifter Spring →	VS-240	VS-240	
1936	T14, T16, T16H, ½-1½ Ton (Type 213 Motor, 3 5/16").....	6	V-1028	V-961N	G-280	G-280	VS-284	VS-284	VK-84
1936–38	T18, T18B, T18H, T18HAS, F18, F18H, T23, T23H, F23, F23H, T33, T33H, F33, F33H, 4930, 1½-2½ Ton (Type 239, 257 and 286 Motors)	6	V-1011	V-1012N	G-132	G-131	VS-220 Inner VS-221 Outer	VS-220 Inner VS-221 Outer	VK-126

(Continued on next page)

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VALVE ASSEMBLY for G. M. C. TRUCK

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1937–39	1937, T14, 4405, 4407, 4409; 1937-38, T16, T16H, T16L, F16, F16H, Special Delivery, 4929, 4933; 1939, AF230, ½-1½ Ton. (Type 230 Motor)	6	V-1028	V-961N	G-329	G-329	VS-336	VS-336	VK-84
	☛VS-336 is an assembly of Valve Spring and Damper.								
1938	T14, T145, T15, T155, ½-1½ Ton. (Type 223 Motor)	6	V-1137	V-1138N	G-255	G-255	VS-319	VS-319	VK-134
1939–48	AC & CC100, 101, 102, 150, 152, 250, 252, 260, 262, 300 to 305, 350 to 355; AC400 to 405, 450 to 455; AF240, 241, 300 to 303, 310 to 313, 350 to 355, 360 to 365, 400 to 405, 410 to 415, 450 to 455, 460 to 465; ACK100, 150, 350; ACV & CCV100; ACB300, ACS & CCS300, 350; ACS400, 450; ACKW350, ACKX353, ACKWX353; ACT & ACW350, 400; AFP & AFX240; AFKX352; AFT360; AFW360, 410; CCK & CCW350, EC100, 150, 250, 280, 400, EF400; FF-351 to 355, FFR-351, COE, ½-1½ Ton. (1939-48) Type 228 and 248 Motors; (1939-40) Type 256 Motors	6	V-1184-S Super Valve with Eatonite Face.						
			V-1180	V-1222N	G-341	G-341	VS-334R	VS-334R	VK-138
	☛Above Exhaust Valves V-1184-S and V-1180 have $1\frac{15}{32}$" head diameter and approx. $4\frac{51}{64}$" overall length. For Models AF310 to AF313 equipped with $1\frac{7}{16}$" head diameter Exhaust Valve (approx. $4\frac{7}{8}$" overall length) stamped with No. 2135403, and Models CC350 to CC355 with type "236" Motor, use V-1310-S, V-1316, and V-1222N, shown in later listing.								
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS: M-510 Rocker Arm Shaft Bushing for above 1939-40 AC and AF Models. M-514 Rocker Arm Adjusting Screw for all above 1939-46 Models. M-517 Rocker Arm Shaft Spring for all above 1939-46 Models. M-518 Rocker Arm Shaft Conical Tension Spring for above 1939-40 AC and AF Models except AF310 to AF313. M-519 Rocker Arm Shaft Retainer Wire for above 1939-40 AC and AF Models except AF310 to AF313. M-522 Valve Spring Cap for all above 1939-46 Models. M-524 Valve Spring Seat, Exhaust, for all above 1939-46 Models.								
1939–48	AC & AF500 to 505, 520 to 525, 550 to 555, 600 to 605, 650 to 655; ACS, AFK & AFT500; AFKX502; ACT500, 600; ACR & AFR520 to 525; ACW600; AFN & AFNX650, EC, EF, 2-2½ Ton. (Type 278 and 308 Motors)	6	V-1241	V-1242N	G-365	G-365	VS-344R	VS-344R	VK-151
1939–46	AC & AF620 to 625, 700 to 705, 720 to 725, 750 to 755, 800 to 805, 850 to 855; AC770, 870, 890; ACR & AFR620 to 625, 720 to 725, 750 to 755; ACT, ACW, AFKX804, AFT & AFW700; AY700, 800, 850; ACK & AFR850; ACX & AFNX870; ACX890, 3½-5 Ton. (Type 361, 426, 451 and 477 Motors)	6	V-1367-S Super Valve with Eatonite Face.						
			V-1243	V-1244N	G-366	G-366	VS-344R	VS-344R	VK-151
1939–46	Diesel Motors 1-71, 1 cyl.; 2-71, 2 cyl.; 3-71, 3 cyl.; 4-71, 4 cyl.; 6-71, 6 cyl.	1-2-3-4-6	V-1339	V-1339	.....	.....	.....	.....	VK-84
1941–47	AFWX354, CF300 to 303; CC & CF350 to 355, 400 to 405, 450 to 455; CCK353, CCKW352, 353, CCKWX353, CCX453, 454; CFT & CFW350, 400; CCS400, 450; CCT & CCW400; Special CC & CF450 to 455, 1½-2½ Ton. (Type 228, 236, 248, 256 and 270 Motors)	6	V-1368-S Super Valve with Eatonite Face.						
			V-1316	V-1222N	G-341	G-341	VS-334R	VS-334R	VK-138
	MISCELLANEOUS VALVE AND ROCKER ARM PARTS: M-514 Rocker Arm Adjusting Screw. M-517 Rocker Arm Shaft Spring. M-522 Valve Spring Cap. M-524 Valve Spring Seat, Exhaust.								

for G. M. C. TRUCK
MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
1928–38	1928-29, T60, T80, 3-4 Ton. (Buick type motor, 3 5/8"); 1934-38, T43T, T46, T46H, T46W, F46, T51, T51H, T51W, T74, T74H, T75, 2½-3½ Ton (Type 331 Motor, 3¾")	6	....	....	2123	.060†	2124	.060†	2125	.060†	2126	.060†	3
	Bearing Shim	....	B-1161	.006	→ For T60 and T80 Models only.								
	☛ These are Bronze Back Babbitt Lined Bearings. Factory Bearings are Steel Back.												
1930–34	1930-33, T43T, T51, T51H, T55, T60, T61, T82, T83, T90, 3½-5 Ton & TT (Type 331 Motor, 3¾"). 1931-34, T61, T75, T75H, T75T, T78, T83, T90, 4-5 Ton & TT, (Type 400 motors, 4⅛", to No. 1400-313	6	....	....	2639	See Note	2640	See Note	2641	See Note	2642	See Note	3
					2971		2972		2973		2974		3
	Bearing Shims	....	....	....	B-2519	.008	B-2520	.008	B-2521	.008	B-2520	.008	3
	☛ 2639, 2640, 2641, and 2642, Babbitt Lined, are available .020 and .090 undersize. 2971, 2972, 2973, and 2974 Copper Alloy Super Bearings are available .002, .010, .020, and .060 undersize.												
1932–38	T5, T46, F46, T61, T61H, F61, F61H, F61HX, F61HXX, T75, T75H, T75T, T78, T78T, F79, T83, T84, T84SX, T90, 3½-10 Ton. (Type 400 Motor, 4⅛" after No. 1400-313 and 450 Motor, 4⅜")	6	2638	See Note	2639	See Note	2640	See Note	2641	See Note	2642	See Note	3
			2969		2971		2972		2973		2974		3
	Bearing Shims	....	B-2524	.006	B-2519	.008	B-2520	.008	B-2521	.008	B-2520	.008	3
	☛ 2638 Flanged Type Babbitt Lined is available .020, and .090 undersize. 2639, 2640, 2641, and 2642 Babbitt Lined are available .020, and .090 undersize. 2969 Flanged Type Copper Alloy Super Bearing is available .002, .010, .020, and .050 undersize. 2971, 2972, 2973, and 2974 Copper Alloy Super Bearings are available .002, .010, .020, and .060 undersize.												
1933–35	T18 after Serial T18-6051; T23 after Serial T23-776; T33L, 1½-2 Ton. (Type 221 motor, 3 3/16", to No. 1221-18145); T26, T31, T33, T43, T45, T73, T73H, .010 Panel DeLuxe, 2-3 Ton (Type 257 Motor, 3 7/16", to No. 1257-9646)	6	....	....	2601	.090†	2602	.090†	2603	.090†	2604	.090†	3
1934	T16, 1½ Ton (Type 213 Motor, 3 5/16")	6	2522	See Note	2524	See Note	....	....	....	....	2526	See Note	3
	☛ 2522 is available .002, .010, and .060 undersize. 2524 and 2526 are available .002, .010, .020 and .060 undersize.												
1935–36	T14, T16, T16H, ½-1½ Ton (Type 213 Motor, 3 5/16")	6	2723	See Note	2524	See Note	2525	See Note	2689	See Note	2526	See Note	3
	☛ 2723 is available .002, .010, .020, .030 and .060 undersize. 2524, 2525, 2526 and 2689 are available .002, .010, .020 and .060 undersize.												

(Continued on next page)

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MOTOR BEARINGS & SHIMS for G. M. C. TRUCK

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	Location
1935–38	T18, T23, (Type 221 Motor, 3 3/16" after No. 1221-18145); T18, T18B; T18H, T18HAS, F18, F18H, (Type 239 Motor, 3 5/16"); T23, T23H, F23, F23H, (Type 257 Motor, 3 7/16", after No. 1257-9646); T33, T33H, F33, F33H, 4930, (Type 286 Motor, 3 5/8"). 1 1/2-2 1/2 Ton	6	....	....	2778	See Note	2779	See Note	2780	See Note	2781	See Note	3
	Bearing Shims	....	....	....	B-2033	.010	B-2031	.010	B-2032	.010	B-2031	.010	3
	☛2778, 2779, 2780 and 2781 are available .002, .020 and .090 undersize.												
1937–39	1937, T14, 4405, 4407, 4409; 1937-38, T16, T16H, T16L, F16, F16H, Special Delivery, 4929, 4933; 1939, AF230, 1/2-1 1/2 Ton. (Type 230 Motor, 3 7/16")	6	2864	See Note	2865	See Note	2866	See Note	2867	See Note	2868	See Note	3
	☛2864 is available .001, .002, .010, .020, and .060 undersize. 2865, 2866, 2867, and 2868 are available .002, .010, .020, and .060 undersize.												
1938	T14, T145, T15, T155, 1/2-1 Ton. (Type 223 Motor, 3 7/16")	6	2882	See Note	2883	See Note	2884	See Note	2885	See Note	2886	See Note	3
	☛2882 is available .001, .002, .010, .020, .030, and .060 undersize. 2883, 2884, 2885, and 2886 are available .002, .010, .020, and .060 undersize.												
1938–46	Type 479 and 529 Motors	6	3296	.090	3297	.090	3298	.090	3297	.090	3299	.090	2–3–5–6
	Bearing Shim	....	B-2551	.060	....	....	....	....	....	....	....	....	.....
	☛3296, 3297, 3298, and 3299 are Copper Alloy Super Bearings.												
1939–46	AC & AF620 to 625, 700 to 705, 720 to 725, 800 to 805; ACR & AFR620 to 625, 720 to 725; ACT, ACW, AFKX804, AFT & AFW700; AY700, 800; AC770, 870; ACX870, 3 1/2 to 4 Ton. (Type 361, 4 1/8" and 426, 4 1/4" Motors)	6	2999	See Note	3358	See Note	3359	See Note	3358	See Note	3360	See Note	2–3–5–6
	☛2999 is available .002, .010, .020, and .090 undersize. 3358, 3359, and 3360 are available .020, .030, and .060 undersize.												
1939–46	AC & AF750 to 755, 850 to 855; ACR & AFR750 to 755; ACK, AFR & AY850; AFNX870; AC & ACX890, 5 Ton. (Type 451, 3 3/8" and 477, 4 1/2" Motors)	6	3203	See Note	3358	See Note	3359	See Note	3358	See Note	3360	See Note	2–3–5–6
	☛3203 is available .002, and .010 undersize. 3358, 3359, and 3360 are available .020, .030, and .060 undersize.												
1939–48	AC & AF500 to 505, 520 to 525, 550 to 555, 600 to 605, 650 to 655; ACS, AFK & AFT500, AFKX502, ACT-500, 600; ACR & AFR520 to 525; ACW600; AFN & AFNX650; 2-2 1/2 Ton. (Type 278, 3 5/8", and 308, 3 13/16" Motors)	6	2998	See Note	3361	See Note	3362	See Note	3361	See Note	3363	See Note	2–3–5–6
	☛2998 is available .002, .010, .020 and .090 undersize. 3361, 3362, and 3363 are available .010, .030 and .050 undersize.												

(Continued on next page)

for G. M. C. TRUCK MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1939–48	AC & CC100, 101, 102, 150, 152, 250, 252, 260, 262, 300 to 305, 350 to 355, 400 to 405, 450 to 455; AF240, 241, 300 to 303, 310 to 313, 350 to 355, 360 to 365, 400 to 405, 410 to 415, 450 to 455, 460 to 465; CF300 to 303, 350 to 355, 400 to 405, 450 to 455; ACK100, 150, 350; ACKX353, ACKWX353, ACV & CCV100; AFP & AFX240; ACB300; ACS & CCS300, 350, 400, 450; ACKW & CCK350, CCK353, CKW352, 353, CCKWX353, CCX453, 454; AFKW352; AFT360; AFW360, 410; AFWX354, ACT, ACW, CCT, CCW, CFT & CFW350, 400; Special CC & CF450 to 455, EC100, 150, 250, 280, 350, 400, 450, 470, ECS370, 450, EF350, 400, 450, 470; FF-351 to 355, FFR-351, FF-451 to 455, COE, ½-3 Ton. (Type 228, 3 9/16"; 236, 3 5/8"; 248, 3 23/32"; 256, 3 25/32", & 270, 3 25/32" Motors)	6	2980	See Note	2978	See Note	2979	See Note	2981	See Note	2982	See Note	3
	Camshaft Bearings	....	....	....	MB-23 See Note		MB-24 See Note		MB-26 See Note		MB-25 See Note		

☛2980 is available .002, .010, .020, .030, and .060 undersize. 2978, 2979, 2981, and 2982 are available, .002, .010, .020, .030, and .060 undersize.

MB-23, MB-24, MB-25 and MB-26 are Precision Split Type Camshaft Bearings, which require no reaming for standard size Camshafts. Also available semi-finished with approximately .010 reaming stock.

1939–48	Diesel Motors 1-71, 2-71, 3-71, 4-71, 6-71	1-2-3-4-6	3294	See Note	3295	See Note	3295	See Note	3295	See Note	3295	See Note	See Note

☛3294 and 3295, Copper Alloy Super Bearings, are available .020, .030, and .060 undersize.

Number of Main Bearings used:

1 Cyl.....2 Bearings
2 Cyl.....3 Bearings
3 Cyl.....4 Bearings
4 Cyl.....5 Bearings
6 Cyl.....7 Bearings

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimension following Shim stock number indicates thickness of shim.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1934	T16, 1½ Ton (Type 213 Motor)	6	.....	PA-261	.....
1935	T16, 1½ Ton (Type 213 Motor)	6	.....	PA-191	.....
1935–38	T18, T18B, T18H, T18HAS, F18, F18H, T23, T23H, F23, F23H, T33, T33H, F33, F33H, T43, T46, T46H, F46, T51, T51H, T51W, T61, T61H, F61, F61H, F61HX, F61HXX, T73, T73H, T74, T74H, T75, T75H, T75T, T78, T78T, F79, T83, T84, T84SX, 4930, 1½-10 Ton. (Type 221, 239, 257, 286, 331, 400 and 450 Motors)	6	.....	.....	M-219 Complete Seal
1936	T14, T16, T16H, ½-1½ Ton (Type 213 Motor)	6	.....	PA-194	.....
1937–39	1937, T14, 4405, 4407, 4409; 1937-38, T16, T16H, T16L, F16, F16H, Special Delivery 4929, 4933; 1939, AF230 ½-1½ Ton. (Type 230 Motor)	6			
	For Original Pumps (CAUTION: Examine pump before ordering repair parts)				
	With Round Carbon Seal Washer	...	.....	PA-156R	MA-24
	With 3/16" Vent Hole in top of Bearing Boss with Rubber Bearing Shield and Keyed Carbon Seal Washer	...	.....	PA-217	MA-25
	With 3/8" Vent Fitting at top of Bearing Boss and Brass Water Slinger	...	.....	PA-267	MA-25
	Late Ball Bearing Type Service Pump:				
	With Slotted Seal Chamber and Keyed Carbon Seal Washer	...	PC-27	PA-217	MA-25

(Continued on next page)

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WATER PUMPS & PARTS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1939–46	AC & CC100, 101, 102, 150, 152, 250, 252, 260, 262, 300 to 305, 350 to 355; AF240, 241, 300 to 303, 310 to 313, 350 to 355, 360 to 365; CF300 to 303, 350 to 355; ACK100, 150, 350; ACV & CCV100; ACB300; ACS & CCS300, 350; ACT, ACW, CCK, CCT & CCW350; AFT & AFW360; AFP & AFX240; CFT & CFW350, ½-1½ Ton. (Type 228 and 236 Motor)	6	PC-36R(1)	PA-296(1) PA-204(2)	MA-6 MA-6 PY-15R Combination Type Pulley
1939–46	AC & CC400 to 405, 450 to 455; AF400 to 405; 410 to 415, 450 to 455, 460 to 465; CF351; CF400 to 405; ACKX353, ACKWX353; ACT & ACW400; ACS & CCS400, 450; AFKX352; AFW410, AFWX354; CCT, CCW, CFT & CFW400; CCK353, CCKW352, 353, CCKWX353, CCX453, 454; Special CC & CF450 to 455; 1½-3 Ton (Type 228, 248, 256, and 270 Motors)	6			
	For all Pumps Except No. 2136265	...	PC-37R(1)	PA-293(1) PA-204(2)	MA-6 MA-6 PY-19 Pulley
	For No. 2136265 Pumps (Used on some 248 & 270 Motors)	...	.....	.....	PS-193 Shaft M-302 Block Gasket M-303 Cover Gasket M-436 Slinger
1939–46	AC & AF500 to 505, 520 to 525, 550 to 555, 600 to 605, 620 to 625, 650 to 655, 700 to 705, 720 to 725, 750 to 755, 800 to 805, 850 to 855; ACS, AFK & AFT500; AFKX502, 804; ACR & AFR520 to 525, 620 to 625, 720 to 725, 750 to 755; ACT500, 600, 700; ACW600, 700; AFN & AFNX650; AFT, AFW700; AC770, 870; AY700, 800; ACX870, 2-5 Ton (Type 278, 308, 361, 426, 451 and 477 Motors)	6	.....	PA-228	.....

NOTE: (1) With Pulley. (2) Without Pulley.

for G. M. C. TRUCK
INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number
SN-1577	PA-261
SN-1626	PA-191
SN-1820	PA-194
SN-1970	PA-156R
SN-2253	PA-204
SN-2269	PA-228
SN-2539	PA-204 Less Pulley
SN-2540	PA-204 Less Pulley
SN-2564	No. 1923 Std.
SN-2565	No. 1923 .005
SN-2566	No. 1923 .010
SN-2567	No. 1923 .020
SN-2568	No. 1923 .030
SN-2569	No. 1923 .040
SN-2570	No. 1923 .050
SN-2571	No. 1923 .060
SN-3007	PA-296 Less Pulley
42764	2129
42765	2130
42935	2131
052451	2123 .060 U.S.
052452	2124 .060 U.S.
052453	2126 .060 U.S.
052454	2125 .060 U.S.
052502	2639 Std.
052503	2640 Std.
052504	2642 Std.
052505	2641 Std.
052506	2639 .002
052507	2640 .002
052508	2642 .002
052509	2641 .002
052510	2639 .005
052511	2640 .005
052512	2642 .005
052513	2641 .005
052514	2639 .010
052515	2640 .010
052516	2642 .010
052517	2641 .010
052518	2639 .020
052519	2640 .020
052520	2642 .020
052521	2641 .020
052522	2639 .040
052523	2640 .040
052524	2642 .040
052525	2641 .040
052526	2639 .060
052527	2640 .060
052528	2642 .060
052529	2641 .060
052558	2601 Std.
052559	2602 Std.
052560	2604 Std.
052561	2603 Std.
052562	2601 .002
052563	2602 .002
052564	2604 .002
052565	2603 .002
052566	2601 .005
052567	2602 .005
052568	2604 .005
052569	2603 .005
052570	2601 .010
052571	2602 .010
052572	2604 .010
052573	2603 .010
052574	2601 .020
052575	2602 .020
052576	2604 .020
052577	2603 .020
052578	2601 .040
052579	2602 .040
052580	2604 .040
052581	2603 .040
052582	2601 .060
052583	2602 .060
052584	2604 .060
052585	2603 .060
053414	P-253AX Std.
053416	P-253AX .005
053417	P-253AX .010
053418	P-253AX .015
053419	P-253AX .020
053420	P-253AX .030
053421	P-253AX .040
053422	P-253AX .050
053423	P-253AX .060
053444	2778 Std.
053445	2779 Std.
053446	2781 Std.
053447	2780 Std.
053450	2781 .002
053452	2778 .005
053454	2781 .005
053456	2778 .010
053457	2779 .010
053458	2781 .010
053459	2780 .010
053460	2778 .020
053461	2779 .020
053462	2781 .020
053463	2780 .020
053464	2778 .040
053465	2779 .040
053466	2781 .040
053467	2780 .040
053468	2778 .060
053469	2779 .060
053470	2781 .060
053471	2780 .060
053662	2971 Std.
053663	2972 Std.
053664	2974 Std.
053665	2973 Std.
053667	2972 .002 U.S.
053671	2972 .005
053674	2971 .010 U.S.
053675	2972 .010 U.S.
053676	2974 .010 U.S.
053677	2973 .010 U.S.
053678	2971 .020 U.S.
053679	2972 .020 U.S.
053680	2974 .020 U.S.
053681	2973 .020 U.S.
053682	2971 .040
053683	2972 .040
053684	2974 .040
053685	2973 .040
053720	P-250AX Std.
053721	P-250AX .005
053722	P-250AX .010
053723	P-250AX .020
053724	P-250AX .030
053725	P-250AX .040
053726	P-250AX .050
053727	P-250AX .060
053832	P-251AX Std.
053833	P-251AX .005
053834	P-251AX .010
053835	P-251AX .015
053836	P-251AX .020
053837	P-251AX .030
053838	P-251AX .040
053839	P-251AX .050
053840	P-251AX .060
053841	P-246AX Std.
053842	P-246AX .005
053843	P-246AX .010
053844	P-246AX .015
053845	P-246AX .020
053846	P-246AX .030
053847	P-246AX .040
053848	P-246AX .050
053849	P-246AX .060
053850	P-252AX Std.
053851	P-252AX .005
053852	P-252AX .010
053853	P-252AX .015
053854	P-252AX .020
053855	P-252AX .030
053856	P-252AX .040
053857	P-252AX .050
053858	P-252AX .060
053869	P-269AX Std.
053870	P-269AX .005
053871	P-269AX .010
053872	P-269AX .015
053873	P-269AX .020
053874	P-269AX .030
053875	P-269AX .040
053876	P-269AX .050
053877	P-269AX .060
060096	M-434
060628	4¼x1⅛ C
065060	G-240
065090	4⅞x⅜ C
065327	1920 Std.
065328	1921 Std.
065329	1922 Std.
065330	1923 Std.
065476	3⅝x3/16 O
065478	3 5/16x3/16 O
065485	VS-221
065486	VS-220
065493	3⅝x3/16 .005 O
065494	3⅝x3/16 .010 O
065495	3⅝x3/16 .015 O
065496	3⅝x3/16 .020 O
065501	3 5/16x3/16 .005 O
065502	3 5/16x3/16 .010 O
065503	3 5/16x3/16 .015 O
065504	3 5/16x3/16 .020 O
065510	3⅝x3/16 .030 O
065512	3 5/16x3/16 .030 O
065531	4⅞x⅜ .005 C
065532	4⅞x⅜ .010 C
065533	4⅞x⅜ .020 C
065534	4⅞x⅜ .030 C
065535	4⅞x⅜ .040 C
065536	4⅞x⅜ .050 C
065537	4⅞x⅜ .060 C
065672	4½x1⅛ C
065736	W-9340
065737	5x1⅛ C
065738	5x3/16 O
065921	4¼x1⅛ .005 C
065922	4¼x1⅛ .010 C
065923	4¼x1⅛ .020 C
065924	4¼x1⅛ .030 C
065925	4¼x1⅛ .040 C
065926	4¼x1⅛ .050 C
065927	4¼x1⅛ .060 C
065928	4½x1⅛ .005 C
065929	4½x1⅛ .010 C
065930	4½x1⅛ .020 C
065931	4½x1⅛ .030 C
065932	4½x1⅛ .040 C
065933	4½x1⅛ .050 C
065934	4½x1⅛ .060 C
066031	3¾x1⅛ .030 C
066032	3¾x1⅛ .040 C
066033	3¾x1⅛ .050 C
066034	3⅛x1⅛ .030 C
066035	3⅛x1⅛ .040 C
066036	3⅛x1⅛ .050 C
066037	3⅛x1⅛ .030 O
066038	3⅛x1⅛ .040 O
066039	3⅛x1⅛ .050 O
066040	3½x1⅛ .030 C
066041	3½x1⅛ .040 C
066042	3½x1⅛ .050 C
066052	3⅝x1⅛ .030 C
066053	3⅝x1⅛ .040 C
066054	3⅝x1⅛ .050 C
066201	5x1⅛ .005 C
066202	5x1⅛ .010 C
066203	5x1⅛ .020 C
066204	5x1⅛ .030 C
066205	5x1⅛ .040 C
066206	5x1⅛ .050 C
066207	5x1⅛ .060 C
066208	5x3/16 .005 O
066209	5x3/16 .010 O
066210	5x3/16 .020 O
066211	5x3/16 .030 O
066212	5x3/16 .040 O
066213	5x3/16 .050 O
066214	5x3/16 .060 O
066465	4⅛x1⅛ C
066565	3⅝x3/16 .040 O
066566	3⅝x3/16 .050 O
066567	3 5/16x3/16 .040 O
066568	3 5/16x3/16 .050 O
066585	4⅛ .005 C
066586	4⅛x1⅛ .010 C
066587	4⅛x1⅛ .020 C
066588	4⅛x1⅛ .030 C
066589	4⅛x1⅛ .040 C
066590	4⅛x1⅛ .050 C
066591	4⅛x1⅛ .060 C
066846	3 3/16x1⅛ C
066847	3 3/16x1⅛ .005 C
066848	3 3/16x1⅛ .010 C
066849	3 3/16x1⅛ .015 C
066850	3 3/16x1⅛ .020 C
066851	3 3/16x1⅛ .030 C
066852	3 3/16x1⅛ .040 C
066853	3 3/16x1⅛ .050 C

(Continued on next page)

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for G. M. C. TRUCK

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
066854	3 3/16 x 3/16 O
066855	3 3/16 x 3/16 .005 O
066856	3 3/16 x 3/16 .010 O
066857	3 3/16 x 3/16 .015 O
066858	3 3/16 x 3/16 .020 O
066859	3 3/16 x 3/16 .030 O
066860	3 3/16 x 3/16 .040 O
066861	3 3/16 x 3/16 .050 O
066870	3 7/16 x 3/16 O
066871	3 7/16 x 3/16 .005 O
066872	3 7/16 x 3/16 .010 O
066873	3 7/16 x 3/16 .015 O
066874	3 7/16 x 3/16 .020 O
066875	3 7/16 x 3/16 .030 O
066876	3 7/16 x 3/16 .040 O
066877	3 7/16 x 3/16 .050 O
066982	4 7/8 x 3/16 O
066983	4 7/8 x 3/16 .005 O
066984	4 7/8 x 3/16 .010 O
066985	4 7/8 x 3/16 .020 O
066986	4 7/8 x 3/16 .030 O
066987	4 7/8 x 3/16 .040 O
066988	4 7/8 x 3/16 .050 O
066989	4 7/8 x 3/16 .060 O
067116	5 x 3/16 O
067117	5 x 3/16 .005 O
067118	5 x 3/16 .010 O
067119	5 x 3/16 .020 O
067120	5 x 3/16 .030 O
067121	5 x 3/16 .040 O
067122	5 x 3/16 .050 O
067123	5 x 3/16 .060 O
067489	P-253A .065 S.F.
067817	4 3/8 x 1/8 C
067818	4 3/8 x 1/8 .005 C
067819	4 3/8 x 1/8 .010 C
067820	4 3/8 x 1/8 .020 C
067821	4 3/8 x 1/8 .030 C
067822	4 3/8 x 1/8 .040 C
067823	4 3/8 x 1/8 .050 C
067824	4 3/8 x 1/8 .060 C
067981	4 1/8 x 3/16 O
067982	4 1/8 x 3/16 .005 O
067983	4 1/8 x 3/16 .010 O
067984	4 1/8 x 3/16 .020 O
067985	4 1/8 x 3/16 .030 O
067986	4 1/8 x 3/16 .040 O
067987	4 1/8 x 3/16 .050 O
067988	4 1/8 x 3/16 .060 O
067989	4 3/8 x 3/16 O
067990	4 3/8 x 3/16 .005 O
067991	4 3/8 x 3/16 .010 O
067992	4 3/8 x 3/16 .020 O
067993	4 3/8 x 3/16 .030 O
067994	4 3/8 x 3/16 .040 O
067995	4 3/8 x 3/16 .050 O
067996	4 3/8 x 3/16 .060 O
067997	4 1/4 x 3/16 O
067998	4 1/4 x 3/16 .005 O
067999	4 1/4 x 3/16 .010 O
068000	4 1/4 x 3/16 .020 O
068001	4 1/4 x 3/16 .030 O
068002	4 1/4 x 3/16 .040 O
068003	4 1/4 x 3/16 .050 O
068004	4 1/4 x 3/16 .060 O
068005	4 1/2 x 3/16 O
068006	4 1/2 x 3/16 .005 O
068007	4 1/2 x 3/16 .010 O
068008	4 1/2 x 3/16 .020 O
068009	4 1/2 x 3/16 .030 O
068010	4 1/2 x 3/16 .040 O
068011	4 1/2 x 3/16 .050 O
068012	4 1/2 x 3/16 .060 O
068030	3 3/4 x 3/16 O
068031	3 3/4 x 3/16 .005 O
068032	3 3/4 x 3/16 .010 O
068033	3 3/4 x 3/16 .015 O
068034	3 3/4 x 3/16 .020 O
068035	3 3/4 x 3/16 .030 O
068036	3 3/4 x 3/16 .040 O
068037	3 3/4 x 3/16 .050 O
068303	W-9338
068304	W-9338 .0025
068305	W-9338 .005
068306	W-9338 .010
068307	W-9339
068308	W-9339 .0025
068309	W-9339 .005
068310	W-9339 .010
068326	2524 .005
068327	2524 .010 U.S.
068330	2526 .005
068331	2526 .010 U.S.
068460	2638 Std.
068461	2638 .010
068462	2638 .020
068463	2638 .030
068464	2638 .040
068465	2638 .050
068466	2969 Std.
068467	2969 .010 U.S.
068468	2969 .020 U.S.
068469	2969 .030
068470	2969 .040
068471	2969 .050 U.S.
068503	2525 .005
068504	2525 .010
068505	2525 .020
068506–7	2689 .005
068508–9	2689 .010
068510–11	2689 .020
068659	V-1080-S
068790	P-250A .065 S.F.
068836	WB-1906
068840	W-9306 Std.
068841	W-9307 Std.
068842	W-9308 Std.
068843	LR-70
068856	W-9306 .002½
068857	W-9306 .005 O.S.
068858	W-9306 .010 O.S.
068859	W-9307 .002½
068860	W-9307 .005 O.S.
068861	W-9307 .010 O.S.
068862	W-9308 .002½
068863	W-9308 .005 O.S.
068864	W-9308 .010 O.S.
068956	3 5/16 x 1/8 C
068957	3 5/16 x 1/8 .005 C
068958	3 5/16 x 1/8 .010 C
068959	3 5/16 x 1/8 .015 C
068960	3 5/16 x 1/8 .020 C
068961	3 5/16 x 1/8 .030 C
068962	3 5/16 x 1/8 .040 C
068963	3 5/16 x 1/8 .050 C
068964	3 5/16 x 1/8 .060 C
068965	3 5/16 x 3/16 Std. O
068966	3 5/16 x 3/16 .005 O
068967	3 5/16 x 3/16 .010 O
068968	3 5/16 x 3/16 .015 O
068969	3 5/16 x 3/16 .020 O
068970	3 5/16 x 3/16 .030 O
068971	3 5/16 x 3/16 .040 O
068972	3 5/16 x 3/16 .050 O
068973	3 5/16 x 3/16 .060 O
068974	3 7/16 x 1/8 C
068975	3 7/16 x 1/8 .005 C
068976	3 7/16 x 1/8 .010 C
068977	3 7/16 x 1/8 .015 C
068978	3 7/16 x 1/8 .020 C
068979	3 7/16 x 1/8 .030 C
068980	3 7/16 x 1/8 .040 C
068981	3 7/16 x 1/8 .050 C
068982	3 7/16 x 1/8 .060 C
069035	W-9309 Std.
069036	W-9309 .0025
069037	W-9309 .005 O.S.
069038	W-9309 .010 O.S.
069039	LR-73
069049	P-251A .065 S.F.
069058	P-246A .065 S.F.
069067	P-252A .065 S .F.
069068	3 5/8 x 1/8 C
069069	3 5/8 x 1/8 .005 C
069070	3 5/8 x 1/8 .010 C
069071	3 5/8 x 1/8 .015 C
069072	3 5/8 x 1/8 .020 C
069073	3 5/8 x 1/8 .030 C
069074	3 5/8 x 1/8 .040 C
069075	3 5/8 x 1/8 .050 C
069076	3 5/8 x 1/8 .060 C
069097	P-269A .065 S.F.
069155	2723 .005
069156	2723 .010
069157	2723 .020
069158	W-9296 .003 O.S.
069228	P-325AX Std.
069229	P-324A S.F.
069412	P-357AX
069501	2639 .030
069502	2640 .030
069503	2642 .030
069504	2641 .030
069513	2639 .050
069514	2640 .050
069515	2642 .050
069516	2641 .050
069635	M-433
069774	2864 .020
069775	2865 .020
069776	2866 .020
069777	2868 .020
069778	2867 .020
106283	M-579
108580	M-68
142255	M-556
142508	M-35
165615	VK-12
165616	V-466N
190308	M-35
193085	M-35
194163	3 1/2 x 1/8 C
194576	M-295
194910	3 1/8 x 1/8 C
195080	Use 165662
195335	M-16
195730	3 1/8 x 1/8 O
198504	W-9321 Std.
206913	G-133
207188	V-467
207879	VS-240
211644	W-9002 Std.
212981	V-321
214630	G-131
214631	G-132
214632	G-133
214633	G-134
214636	V-1011
214637	V-1012N
214986	P-902 Std.
215000	3 5/8 x 1/8 C
219105	2123 Std.
219106	2124 Std.
219107	2126 Std.
219108	2125 Std.
228280	3 3/4 x 1/8 C
289654	3 1/4 x 3/16 .010 C
290258	M-435
353293	PK-2
Two 353298 One 836111	PK-102
355936	M-519
362477	W-9025 .003 O.S.
362478	W-9025 .005 O.S.
362479	W-9025 .010 O.S.
362897	WB-1754
399078	WB-1833
401526	W-9272
401621	2524 Std.
401622	2525 Std.
401623	2626 Std.
401635	2524 .020
401637	2526 .020
401647	2522 Std.
401677	W-9272 Std.
401678	W-9272 .003 O.S.
403219	VK-84
404022	2578 Std.
404023–24	2579 Std.
404025	G-280
404026	V-961N
404027	V-960
404059	VS-271
404100	P-1047X Std.
404101	P-1047X .003
404102	P-1047X .005
404104	P-1047X .010
404105	P-1047X .015
404106	P-1047X .020
404108	P-1047X .030
404153	PL-143
404452	2578 .020
404453–4	2579 .020

(Continued on next page)

for G. M. C. TRUCK

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
404904	PL-150
405628	V-961N
405629	V-960
405633	VS-284
405664	M-340
405665	M-341
405673–74	2689 Std.
406430	P-1150X Std.
406431	P-1150X .005
406432	P-1150X .010
406433	P-1150X .015
406434	P-1150X .020
406435	P-1150X .025
406436	P-1150X .030
406450	3 5/16 x 5/32 O
406451	3 5/16 .010 x 5/32 O
406452	3 5/16 .020 x 5/32 O
406453	3 5/16 .030 x 5/32 O
407037	W-9296 Std.
407040	P-187AX Std.
407041	P-187AX .003
407042	P-187AX .005
407043	P-187AX .010
407044	P-187AX .015
407045	P-187AX .030
407049	PS-173
407068	PB-232
407265	SS-223
407888	2723 Std.
408073	M-307
408074	PL-175
408077	M-308
408083	W-9323 Std.
408095	G-329
408139	SS-225
408192	V-1028
408291	2865 Std.
408292	2866 Std.
408293	2868 Std.
408294	2867 Std.
408295	2864 Std.
408300	M-215
408309	VS-336
408314	G-329
409544	M-374
411045	M-372
411046	M-373
412310	P-273AX Std.
412313	P-273AX .010
412315	P-273AX .030
413778	M-436
416430	PH-27R
417815	G-329
486082	VK-57
487461	SS-134
487864	PK-35
489279	PB-15
490139	3 1/4 x 3/16 O
490140	3 1/4 x 3/16 .005 O
490141	3 1/4 x 3/16 .015 O
490142	3 1/4 x 3/16 .020 O
490143	3 1/4 x 3/16 .030 O
490847	WB-1724
493644	PB-49
493645	M-499
494876	G-255
494952	PB-188
494958	PK-98
494959	PN-111
495033	M-68
495034	S-1174
495035	S-1175
495462	G-256
496987	3 7/16 x 3/16 .005 C
496988	3 7/16 x 3/16 .010 C
496989	3 7/16 x 3/16 .020 C
496990	3 7/16 x 3/16 .030 C
497067	WB-1787
497068	W-9284
499599	VK-134
499610	V-1138N
499611	V-1137
499618	VS-319
499634	3 7/16 x 3/16 O
499888	M-312
500003	2883 Std.
500004	2884 Std.
500007	2886 Std.
500009	2885 Std.
500013	2882 Std.
500697	M-384
501182	PL-188
501394	3 7/16 x 1/8 C
501403	3 7/16 x 1/8 .005 C
501404	3 7/16 x 1/8 .010 C
501405	3 7/16 x 1/8 .020 C
501406	3 7/16 x 1/8 .030 C
503045	P-1220
503282	M-381
505551	2884
506655	WB-1787
507517	W-9284
525015	3 1/4 x 3/16 C
525056	V-479
525057	VS-103
525136	PB-13
525140	M-500
525193	3 1/4 x 3/16 .005 C
525194	3 1/4 x 3/16 .015 C
525195	3 1/4 x 3/16 .030 C
525880	3 1/4 x 3/16 .020 C
526125	PB-14
526791	W-8020 .003 O.S.
526792	W-8020 .005 O.S.
526833	V-602N
526856	PA-7
526874	W-8020 Std.
527482	W-9029 Std.
527523	W-9029 .001
527524	W-9029 .003 O.S.
598313	PL-191
598314	M-270
601302	P-1125X .040 T.P.
601303	P-1125X .030 T.P.
601304	P-1125X .020 T.P.
601305	P-1125X .010 T.P.
601306	P-1125X .003
601371	G-291
601806	G-331
602018	3 5/16 x 1/8 .003 C
602019	3 5/16 x 1/8 .010 C
602020	3 5/16 x 1/8 .015 C
602021	3 5/16 x 1/8 .020 C
602284	P-1184X .003
602285	P-1184X .010
602286	P-1184X .020
602287	P-1184X .030
602288	P-1184X .040
602299	3 1/2 x 1/8 .005 C
602300	3 1/2 x 1/8 .010 C
602301	3 1/2 x 1/8 .015 C
602302	3 1/2 x 1/8 .020 C
602303	3 1/2 x 1/8 .030 C
602304	3 1/2 x 1/8 .040 C
602305	3 1/2 x 3/16 O
602306	3 1/2 x 3/16 .005 O
602307	3 1/2 x 3/16 .010 O
602308	3 1/2 x 3/16 .015 O
602309	3 1/2 x 3/16 .020 O
602310	3 1/2 x 3/16 O
602311	3 1/2 x 3/16 .005 O
602312	3 1/2 x 3/16 .010 O
602313	3 1/2 x 3/16 .015 O
602314	3 1/2 x 3/16 .020 O
602315	3 1/2 x 3/16 .030 O
602316	3 1/2 x 3/16 .040 O
602318	WB-1913
602319	W-9322 .003
602320	W-9322 .005
602321	W-9322 .010
602697	P-1184X Std.
602806	P-1204X Std.
602808	P-1204X .010
602809	P-1204X .020
602810	P-1204X .030
602811	P-1204X .040
602978	G-341
603942	2446 Std.
603943	2875 Std.
603944	2876 Std.
603945	2877 Std.
603946	2878 Std.
835627	W-9025 Std.
836080	M-301
836111	M-55
One 836111 Two 353298	PK-102
836565–6	2444 Std.
836569–70	2446 Std.
837030–31	2490 Std.
837039	MB-20
837115	MB-21
837193	PB-7
837249	M-507
837253	M-518
837254	M-516
837261	M-510
837321	VS-268
837385	M-514
837601	P-1125X Std. T.P.
837624	M-523
837626	MB-22
837801	M-522
838002	3 5/16 x 1/8 C
838029	VK-138
838123	MB-23
838124	MB-24
838125	MB-26
838126	MB-25
838137	M-302
838150	M-302
838244	M-506
838247	M-517
838283	MB-7
838407	W-9322 Std.
838437	V-1141N
838480	P-1184X Std.
838539	M-524
838543	3 1/2 x 1/8 C
838717	V-1180
838734	MB-23
838735	MB-24
838736	MB-25
838737	MB-26
838752	G-341
838816	M-271
838830	MB-6
838840	P-1184X Std.
838846	MB-23
838847	MB-24
838848	MB-25
838849	MB-26
838934	MB-6
838935	MB-5
838967	M-270
839304	VS-334R
874072	V-559
874073	V-560N
954206	PS-211
954210	PS-191
954227	M-425
954228	M-426
1234198	M-296
1250134	3 1/8 x 1/8 .005 C.
1250135	3 1/8 x 1/8 .010 C
1250136	3 1/8 x 1/8 .015 C
1250137	3 1/8 x 1/8 .020 C
1250142	3 3/4 x 1/8 .005 C
1250143	3 3/4 x 1/8 .010 C
1250144	3 3/4 x 1/8 .015 C
1250145	3 3/4 x 1/8 .020 C
1250252	3 1/2 x 1/8 .005 C
1250253	3 1/2 x 1/8 .010 C
1250254	3 1/2 x 1/8 .015 C
1250255	3 1/2 x 1/8 .020 C
1250260	3 5/8 x 1/8 .005 C
1250261	3 5/8 x 1/8 .010 C
1250262	3 5/8 x 1/8 .015 C
1250263	3 5/8 x 1/8 .020 C
1250284	W-9321 .002 1/2
1250285	W-9321 .005 O.S.
1250286	W-9321 .010 O.S.
1250287	W-9002 .002 1/2
1250288	W-9002 .005 O.S.
1250289	W-9002 .010 O.S.
1252385	3 1/8 x 1/8 .005 O
1252386	3 1/8 x 1/8 .010 O
1252387	3 1/8 x 1/8 .015 O
1252388	3 1/8 x 1/8 .020 O
1258386	P-942X .030
1291217	VK-126
1297265	W-9321
2035927	PS-173
2050154	P-271A .065 S.F.

(Continued on next page)

PRINTED IN U.S.A.

for G. M. C. TRUCK

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
2050155	P-271AX Std.
2050156	P-271AX .005
2050157	P-271AX .010
2050158	P 271AX .020
2050159	P-271AX .030
2050160	P-271AX .040
2050161	P-271AX .050
2050162	P-271AX .060
2090370	W-9364 .0025
2090371	W-9364 .005
2090372	W-9364 .010
2090373	W-9365 .0025
2090374	W-9365 .005
2090375	W-9365 .010
2090376	W-9366 .0025
2090377	W-9366 .005
2090378	W-9366 .010
2090379	W-9367 .0025
2090380	W-9367 .005
2090381	W-9367 .010
2090382	W-9368 .002½
2090383	W-9368 .005
2090384	W-9368 .010
2090385	W-9369 .002½
2090386	W-9369 .005
2090387	W-9369 .010
2090804	P-359AX Std.
2090813	P-359AX Std.
2090815	P-359AX .010
2090816	P-359AX .020
2090817	P-359AX .030
2090818	P-359AX .040
2090819	P-359AX .050
2090820	P-359AX .060
2103002	PC-37R
2103335	P-299ARX Std.
2103455	3296 Std.
2103919	P-336AX Std.
2103920	P-336AX .005
2103921	P-336AX .010
2103922	P-336AX .020
2103923	P-336AX .030
2103924	P-336AX .040
2103925	P-336AX .050
2103926	P-336AX .060
2104466	P-300ARX Std.
2103934	P-336AX S F.
2104701	No. 1846 Std.
2104702	No. 1846 .010
2104703	No. 1846 .020
2104704	No. 1846 .030
2104708	No. 1806 Std.
2104709	No. 1806 .010
2104710	No. 1806 .020
2104711	No. 1806 .030
2104715	No. 1934 Std.
2104716	No. 1934 .010
2104717	No. 1934 .020
2104718	No. 1934 .030
2104719	No. 1934 .040
2104721	No. 1934 .060
2104722	No. 1890 Std.
2104723	No. 1890 .010
2104724	No. 1890 .020
2104725	No. 1890 .030
2104726	No. 1890 .040
2104727	No. 1890 .050
2104728	No. 1890 .060
2104729	No. 1935 Std.
2104730	No. 1935 .010
2104731	No. 1935 .020
2104732	No. 1935 .030
2104733	No. 1935 .040
2104735	No. 1935 .060
2104736	No. 1932 Std.
2104737	No. 1932 .010
2104738	No. 1932 .020
2104739	No. 1932 .030
2104740	No. 1932 .040
2104742	No. 1932 .060
2104750	No. 2286 Std.
2104751	No. 2286 .010
2104752	No. 2286 .020
2104753	No. 2286 .030
2104754	No. 2286 .040
2104756	No. 2286 .060
2104771	No. 1923 Std.
2104772	No. 1923 .010
2104773	No. 1923 .020
2104774	No. 1923 .030
2104775	No. 1923 .040
2104776	No. 1923 .050
2104777	No. 1923 .060
2104886	No. 1937
2104887	No. 1937 .010
2104888	No. 1937 .020
2104889	No. 1937 .030
2104898	No. 4846 Std.
2104899	No. 4846 .010
2104900	No. 4846 .020
2104901	No. 4846 .030
2104902	No. 4846 .040
2104905	No. 4806 Std.
2104906	No. 4806 .010
2104907	No. 4806 .020
2104908	No. 4806 .030
2104909	No. 4806 .040
2104911	No. 4806 .060
2104912	No. 4934 Std.
2104914	No. 4934 .020
2104919	No. 4890 Std.
2104921	No. 4890 .020
2104923	No. 4890 .040
2104926	No. 4935 Std.
2104928	No. 4935 .020
2104933	No. 4932 Std.
2104934	No. 4932 .010
2104935	No. 4932 .020
2104936	No. 4932 .030
2104937	No. 4932 .040
2104938	No. 4932 .050
2104939	No. 4932 .060
2104947	No. 5286 Std.
2104949	No. 5286 .020
2104968	No. L923 Std.
2104969	No. L923 .010
2104970	No. L923 .020
2104971	No. L923 .030
2104972	No. L923 .040
2104973	No. L923 .050
2104974	No. L923 .060
2135083	No. 4937 Std.
2135084	No. 4937 .010
2135085	No. 4937 .020
2135086	No. 4937 .030
2135101	P-358AX Std.
2135102	P-358AX .010
2135103	P-358AX .020
2135104	P-358AX .030
2135105	P-358AX .040
2135106	P-358AX .050
2135107	P-358AX .060
2135119	2978 Std.
2135120	2978 .002
2135121	2978 .010
2135122	2978 .020
2135125	2979 Std.
2135126	2979 .002
2135127	2979 .010
2135128	2979 .020
2135131	2982 Std.
2135132	2982 .002
2135133	2982 .010
2135134	2982 .020
2135137–43	2981 Std.
2135138–44	2981 .002
2135139–45	2981 .010
2135140–46	2981 .020
2135141	2981 .030
2135143–37	2981 Std.
2135144–38	2981 .002
2135145–39	2981 .010
2135146–40	2981 .020
2135147	2981 .030
2135149	2980 Std.
2135150	2980 .002
2135151	2980 .010
2135152	2980 .020
2135153	2980 .030
2135294	No. 2287 Std.
2135295	No. 2287 .010
2135296	No. 2287 .020
2135297	No. 2287 .030
2135298	No. 2287 .040
2135300	No. 2287 .060
2135343	P-319A S.F.
2135344	P-319AX Std.
2135345	P-319AX .010
2135346	P-319AX .020
2135347	P-319AX .030
2135359	P-320A S.F.
2135360	P-320AX Std.
2135361	P-320AX .010
2135362	P-320AX .020
2135363	P-320AX .030
2135403	V-1316
2135421	2980 Std.
2135459	2980 .002
2135460	2980 .010
2135461	2980 .020
2135471	P-335A S.F.
2135472	P-335AX Std.
2135473	P-335AX .010
2135474	P-335AX .020
2135475	P-335AX .030
2135858	P-344A S.F.
2135859	P-344AX Std.
2135860	P-344AX .010
2135861	P-344AX .020
2135862	P-344AX .030
2135962	P-319AX .005
2135974	WB-1925
2135975	P-320AX .005
2135982	P-335AX .005
2136240	P-320AX S.F.
2136286	P-320AX .010
2136287	P-320AX .020
2136288	P-320AX .030
2136564	VS-344R
2136790	P-336AX Std.
2136791	P-336AX .005
2136792	P-336AX .010
2136793	P-336AX .020
2136794	P-336AX .030
2136795	P-336AX .040
2136796	P-336AX .050
2136797	P-336AX .060
2136806	P-336A S.F.
2136807	P-319AX Std.
2136808	P-319AX .005
2136809	P-319AX .010
2136810	P-319AX .020
2136811	P-319AX .030
2136824	P-320AX Std.
2136825	P-320AX .005
2136826	P-320AX .010
2136827	P-320AX .020
2136828	P-320AX .030
2136841	P-335AX Std.
2136842	P-335AX .005
2136843	P-335AX .010
2136844	P-335AX .020
2136845	P-335AX .030
2136857	P-335A S.F.
2143801	PA-293R Less Pulley
2153362	PA-228
2153693	PS-193
2190097	2999 Std.
2190365	P-319AX .065
2190367	P-320AX .065
2190369	P-335AX .065
2190370	P-296AX .065
2190371	P-297AX .065
2190372	P-298AX .065
2190843	P-357AX Std.
2190884	P-357AX .010
2190845	P-357AX .020
2190846	P-357AX .030
2190847	P-357AX .040
2190848	P-357AX .050
2190849	P-357AX .060
2191117	P-319AX .075
2191118	P-344AX .075
2191119	P-320AX .075
2191120	P-336AX .075
2191121	P-335AX .075
2191344	P-1047X .040
2193157	P-294AX .065
2191361	P-251AX .065
2191374	P-295AX .065
2191377	P-246AX .065
2191395	P-252AX .065
2191409	P-253AX .065
2191411	P-269AX .065
2191424	P-270AX .065
2191430	P-250AX .065
2191431	P-271AX .065
2191440	P-359AX .065
2191450	P-357AX .065
2191537	M-589
3656671	PA-293R
3657337	M-588
5150106	3294 Std.

(Continued on next page)

for G. M. C. TRUCK

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
5152918	3295 Std.
5150017	3295 Std.
5153485	4¼x⅛ C
5153496	4¼x⅛ C
5153737	V-1339
5154144	4¼x⅛ C
5239213	M-470
5239259	M-130
6107347	WB-1925
6107350	W-9364
6107351	LR-66
6107352	3 9/16x⅛ C
6107353	3 9/16x3/16 O
6107354	2980 Std.
6107357	W-9365
6107358	3 23/32x⅛ C
6107359	3 23/32x3/16 O
6107385	V-1222N
2050163	4⅜x⅛ C
2050164	4⅜x⅛ .005 C
2050165	4⅜x⅛ .010 C
2050166	4⅜x⅛ .020 C
2050167	4⅜x⅛ .030 C
2050168	4⅜x⅛ .040 C
2050169	4⅜x⅛ .050 C
2050170	4⅜x⅛ .060 C
2050171	4⅜x⅛ C
2050172	4⅜x⅛ .005 C
2050173	4⅜x⅛ .010 C
2050174	4⅜x⅛ .020 C
2050175	4⅜x⅛ .030 C
2050176	4⅜x⅛ .040 C
2050177	4⅜x⅛ .050 C
2050178	4⅜x⅛ .060 C
2050179	4⅜x¼ O
2050180	4⅜x¼ .005 O
2050181	4⅜x¼ .010 O
2050182	4⅜x¼ .020 O
2050183	4⅜x¼ .030 O
2050184	4⅜x¼ .040 O
2050185	4⅜x¼ .050 O
2050186	4⅜x¼ .060 O
2050205	P-270AX Std.
2050206	P-270AX .005
2050207	P-270AX .010
2050208	P-270AX .020
2050209	P-270AX .030
2050210	P-270AX .040
2050211	P-270AX .050
2050212	P-270AX .060
2050221	P-270AX .065 S.F.
2050222	W-9344
2050223	W-9344 .002½
2050224	W-9344 .005
2050225	W-9344 .010
2050226	LR-79
2050262	WB-1927
2050710-11	3297 Std.
2050712	3298 Std.
2050713	3299 Std.
2050978	2883 .020
2050979	2884 .020
2050980	2886 .020
2050981	2885 .020
2051064	2883 .030
2051065	2884 .030
2051066	2886 .030
2051067	2885 .030
2057172	M-477
2070572	M-431
2070574	M-432
2070577	LR-78
2070578	W-9366 Std.
2070579	W-9367 Std.
2070580	W-9368 Std.
2070659	3⅝x⅛ C
2070660	3⅝ .005x⅛ C
2070661	3⅝ .010x⅛ C
2070662	3⅝ .020x⅛ C
2070663	3⅝ .030x⅛ C
2070664	3⅝ .040x⅛ C
2070665	3⅝ .050x⅛ C
2070666	3⅝ .060x⅛ C
2070667	3 13/16x⅛ C
2070668	3 13/16 .005x⅛ C
2070669	3 13/16 .010x⅛ C
2070670	3 13/16 .020x⅛ C
2070671	3 13/16 .030x⅛ C
2070672	3 13/16 .040x⅛ C
2070674	3 13/16 .060x⅛ C
2070677	4⅛ .010x⅛ C
2070678	4⅛ .020x⅛ C
2070679	4⅛ .030x⅛ C
2070680	4⅛ .040x⅛ C
2070681	4⅛ .050x⅛ C
2070682	4⅛ .060x⅛ C
2070683	4¼ Std.x⅛ C
2070684	4¼ .005x⅛ C
2070685	4¼ .010x⅛ C
2070686	4¼ .020x⅛ C
2070687	4¼ .030x⅛ C
2070688	4¼ .040x⅛ C
2070689	4¼ .050x⅛ C
2070690	4¼ .060x⅛ C
2070691	3⅝x¼ O
2070692	3⅝ .005x¼ O
2070693	3⅝ .010x¼ O
2070694	3⅝ .020x¼ O
2070695	3⅝ .030x¼ O
2070696	3⅝ .040x¼ O
2070697	3⅝ .050x¼ O
2070698	3⅝ .060x¼ O
2070699	3 13/16x¼ O
2070700	3 13/16 .005x¼ O
2070701	3 13/16 .010x¼ O
2070702	3 13/16 .020x¼ O
2070703	3 13/16 .030x¼ O
2070704	3 13/16 .040x¼ O
2070705	3 13/16 .050x¼ O
2070706	3 13/16 .060x¼ O
2070707	4⅛x¼ O
2070708	4⅛ .005x¼ O
2070709	4⅛ .010x¼ O
2070710	4⅛ .020x¼ O
2070711	4⅛ .030x¼ O
2070712	4⅛ .040x¼ O
2070713	4⅛ .050x¼ O
2070714	4⅛ .060x¼ O
2070715	4¼x¼ O
2070716	4¼ .005x¼ O
2070717	4¼ .010x¼ O
2070718	4¼ .020x¼ O
2070719	4¼ .030x¼ O
2070720	4¼ .040x¼ O
2070721	4¼ .050x¼ O
2070722	4¼ .060x¼ O
2070727	3 9/16 .005x⅛ C
2070728	3 9/16 .010x⅛ C
2070729	3 9/16 .020x⅛ C
2070730	3 9/16 .030x⅛ C
2070731	3 9/16 .040x⅛ C
2070732	3 9/16 .050x⅛ C
2070733	3 9/16 .060x⅛ C
2070734	3 23/32 .005x⅛ C
2070735	3 23/32 .010x⅛ C
2070736	3 23/32 .020x⅛ C
2070737	3 23/32 .030x⅛ C
2070738	2 23/32 .040x⅛ C
2070739	3 23/32 .050x⅛ C
2070740	3 23/32 .060x⅛ C
2070741	3 9/16 .005x3/16 O
2070742	3 9/16 .010x3/16 O
2070743	3 9/16 .020x3/16 O
2070744	3 9/16 .030x3/16 O
2070745	3 9/16 .040x3/16 O
2070746	3 9/16 .050x3/16 O
2070747	3 9/16 .060 x3/16 O
2070748	3 23/32 .005x3/16 O
2070749	3 23/32 .010x3/16 O
2070750	3 23/32 .020x3/16 O
2070751	3 23/32 .030x3/16 O
2070752	3 23/32 .040x3/16 O
2070753	3 23/32 .050x3/16 O
2070754	3 23/32 .060x3/16 O
2070761-62	3361 Std.
2070763-64	3363 Std.
2070765-66	3362 Std.
2070767-68	3358 Std.
2070769-70	3360 Std.
2070771-72	3359 Std.
2070773	2998 Std.
2070774	2999 Std.
2070829	WB-1926
2071094	V-1242N
2071095	V-1241
2071096	V-1244N
2071097	V-1243
2071098	G-365
2071099	G-366
2071103	VK-151
2071203	PC-37R
2071204	PY-15R
2071302	2979 .010
2071303	2982 .010
2071307	2978 .020
2071308	2979 .020
2071313	2978 .030
2071314	2979 .030
2071315	2982 .030
2071316-17	2981 .030
2071319	2978 .040
2071320	2979 .040
2071321	2982 .040
2071322-23	2981 .040
2071324	2980 .040
2071325	2978 .050
2071326	2979 .050
2071327	2982 .050
2071328-29	2981 .050
2071330	2980 .050
2071337	2998 .010
2071344	2998 .020
2071351	2998 .030
2071358	2998 .040
2071365	2998 .050
2071372	2999 .010
2071379	2999 .020
2071386	2999 .030
2071393	2999 .040
2071400	2999 .050
2071419	W-9369
2071420	3203 Std.
2071426	3203 .010
2071427	3203 .020
2071428	3203 .030
2071429	3203 .040
2071430	3203 .050
2074417	M-416
2082028	M-430
2082029	PS-218
2082030	PL-195R
2082031	M-427
2082032	M-428
2082037	M-429
2090008	P-294A .065 S.F.
2090009	P-294AX Std.
2090010	P-294AX .005
2090011	P-294AX .010
2090012	P-294AX .020
2090013	P-294AX .030
2090014	P-294AX .040
2090015	P-294AX .050
2090016	P-294AX .060
2090024	P-295A .065 S.F.
2090025	P-295AX Std.
2090026	P-295AX .005
2090027	P-295AX .010
2090028	P-295AX .020
2090029	P-295AX .030
2090030	P-295AX .040
2090031	P-295AX .050
2090032	P-295AX .060
2090040	P-296A .065 S.F.
2090041	P-296AX Std.
2090042	P-296AX .005
2090043	P-296AX .010
2090044	P-296AX .020
2090045	P-296AX .030
2090046	P-296AX .040
2090047	P-296AX .050
2090048	P-296AX .060
2090072	P-297A .065 S.F.
2090073	P-297AX Std.
2090074	P-297AX .005
2090075	P-297AX .010
2090076	P-297AX .020
2090077	P-297AX .030
2090078	P-297AX .040
2090079	P-297AX .050
2090080	P-297AX .060
2090104	P-298A .065 S.F.
2090105	P-298AX Std.
2090106	P-298AX .005
2090107	P-298AX .010
2090108	P-298AX .020
2090109	P-298AX .030
2090110	P-298AX .040
2090111	P-298AX .050
2090112	P-298AX .060

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for GLEANER-BALDWIN

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1930–37	Combine A, R, NA, NR, 10-12 Cut	4	3 7/8	Ford A

for GRAHAM-BRADLEY TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1937–40	Row Crop 103; Standard 104: For Pistons with Two 3/32" Comp. Ring Grooves	6	3 1/4	12–3/32	12–5/32	L306	4306		606
	For Pistons with One 3/32" and One 1/8" Comp. Ring Grooves			6–3/32 6–1/8	12–5/32	L316	4316		616

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1937–40	Row Crop 103; Standard 104	6	3 1/4	2–3/32	2–5/32	Rings for Original Factory Pistons.			
				1–3/32 1–1/8	2–5/32	P-201NX	W-9027	Osc.	

☛ P-201NX is a Cam Ground Autothermic Nelson Bohnalite Replacement Piston.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1937–40	Row Crop 103; Standard 104	6	V-1157	V-1186N	G-336	G-336	VS-305	VS-305	VK-41

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1937–40	Row Crop 103; Standard 104	6	2900 2901	See Note	3250	.002 .060	3251	.002 .060	3252	.002 .060	3251	.002 .060	3

☛ 2900 used in Rods 1-3-5, and 2901 used in Rods 2-4-6, are available .002 and .010 undersize.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1937–40	Row Crop 103; Standard 104	6			M-263 Complete Seal

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for GRAHAM & GRAHAM-PAIGE

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1928	610	6	2 7/8	12–1/8	6–3/16	L305	4305		605
1928–35	Graham-Paige 614; 612 after Engine 890000; Graham Standard 6, 46; Prosperity 6, 56	6	3 1/8	12–1/8	6–3/16	L312	4312		612
1928–35	Standard 8, 64, 67; Special 8, 49, 67; Custom 8, 57A; Blue Streak 57; Eight 72	8	3 1/8	16–1/8	8–3/16	L313	4313		613
1929–31	Graham-Paige 827, 837 after Engine 511002; Graham Custom 8, 36, 37	8	3 3/8	16–1/8	8–3/16	L317	4317		617
1929–35	Graham-Paige 615; Graham Standard 6, 53, 65, 68; Special 6, 45, 54, 73; Companion 6, 58; DeLuxe 6, 68	6	3 1/4	12–1/8	6–3/16	L318	4318		618
1929–35	Graham Standard 8, 42; Special 8, 42, 69; Custom 8, 42, 69, 71; Eight 75	8	3 1/4	16–1/8	8–3/16	L221	4221		521
1935–37	Six 74, Crusader 80, 80A, 85	6	3	12–1/8	6–3/16	L311	4311		611
1936	Cavalier 90, Supercharger 110	6	3 1/4	6–3/32 6–1/8	12–5/32	L316	4316		616
1936–37	Cavalier 90A, 95; Supercharger 116	6	3 1/4	12–3/32	6–3/16 6–5/32	L310	4310		610
1938–40	Standard & Special 6, 96, 108; Supercharger and Custom Supercharger 6, 97, 107:	6	3 1/4						
	For Pistons with Two 3/32" Comp. Ring Grooves			12–3/32	12–5/32	L306	4306		606
	For Pistons with One 3/32" and One 1/8" Comp. Ring Grooves			6–3/32 6–1/8	12–5/32	L316	4316		616

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1935–37	Six 74, Crusader 80, 80A, 85	6	3	2–1/8	1–3/16	P-180NX	.....	Osc.	.....
	☛P-180NX is a Wide Strut Nelson Bohnalite Original Type Piston.								
1936	Cavalier 90, Supercharger 110	6	3 1/4	1–3/16 1–1/8	2–5/32	P-201NX	W-9027	Osc.	.....
	☛P-201NX is a Cam Ground Autothermic Nelson Bohnalite Original Type Piston.								
1937	Custom Supercharger 120	6	3 1/4	2–3/32	1–3/16 1–5/32	Use Piston P-201NX	W-9027	Osc.	.....
1938–40	Standard and Special 6, 96, 108; Supercharger and Custom Supercharger 6, 97, 107	6	3 1/4	2–3/32	2–5/32 → Rings for Original Factory Pistons.				
				1–3/16 1–1/8	2–5/32	P-201NX	W-9027	Osc.	.....
	☛P-201NX is a Cam Ground Autothermic Nelson Bohnalite Replacement Piston.								

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for GRAHAM AND GRAHAM-PAIGE

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1935–36	Six 74, Crusader 80, 80A; Cavalier 90, 90A, Supercharger 110	6	2766 2767	See Note	2691	.002 .020 .060	2692	.002 .020 .060	2693	.002 .020 .060	2692	.002 .020 .060	3
1937	Crusader 85	6	2766 2767	See Note	2895	.060	2692	.002 .020 .060	2896	.060	2692	.002 .020 .060	3

☛2766 used in Rods 1-3-5, and 2767 used in Rods 2-4-6 are available .002, .010, .020, and .060 undersize.

1937	Cavalier 95; Supercharger 116; Custom Supercharger 120	6	2900 2901	See Note	2902	.060	.002 .020 2692	.060	2896	.060	2692	.002 .020 .060	3
1938–40	Standard and Special 6, 96, 108; Supercharger and Custom Supercharger 6, 97, 107	6	2900 2901	See Note	3250	.002 .060	3251	.002 .060	3252	.002 .060	3251	.002 .060	3

☛2900 used in Rods 1-3-5 and 2901 used in Rods 2-4-6 are available .002, .010, and .060 undersize.

★Dimension following Shim stock number indicates thickness of Shim.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1935–37	Six 74; Crusader 80, 80A, 85; Cavalier 90, 90A; Supercharger 110; Cavalier 95 to Engine 221393; Supercharger 116 to Engine 136291; Custom Supercharger 120 to Engine 115725	6	.....	.....	.....	.....	VS-305	VS-305	VK-41
1937	Cavalier 95 after Engine 221393; Supercharger 116 after Engine 136291; Custom Supercharger 120 after Engine 115725	6	V-1157	.....	G-336	.....	VS-305	VS-305	VK-41
1938–40	Standard and Special 6, 96, 108; Supercharger and Custom Supercharger 6, 97, 107	6	V-1157	V-1186N	G-336	G-336	VS-305	VS-305	VK-41

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1936–37	Crusader 80 after Engine 308875; Crusader 80A; 85 to Engine 322679	6	.....	.....	PL-171 Impeller M-132R Complete Seal
1937	Cavalier 95; Supercharger 116; Custom Supercharger 120	6	.....	.....	M-188 Complete Seal
1938–40	Standard and Special 6, 96, 108; Supercharger and Custom Supercharger 6, 97, 107	6	.....	.....	M-263 Complete Seal

for GRAMM BUS & TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–38	EY-190, EY-275, EYB, 175 Bus, CFX, 2-3½ Ton (Cont. 20R):	6	4⅛						
	To Engine 5381			18–3/16	6–¼	L380	4380		680
	From Engine 5381 to 8000			6–3/16					
				12–5/32	6–¼	L381	4381		681
	After Engine 8000			18–5/32	6–¼	L382	4382		682
1929–38	GY, GY-210, GY-277, GY-277B, 278, Bus GYB, 177-178, GW, 148, 149, 150, EF-330, 331, G630, 631, 632, DF, GT4, G, GW, 2½-7½ Ton (Cont. 21R):	6	4⅜						
	To Engine 5375			18–3/16	6–¼	L383	4383		683
	From Engine 5375 to 8000			6–3/16					
				12 5/32	6–¼	L384	4384		684
	After Engine 8000			18–5/32	6–¼	L385	4385		685
1932–38	GWD, 148, 149, 150, 5-7½ Ton (Cummins Diesel 6H):	6	4⅞						
	To Engine No. 9300			24–⅛	6–3/16		5174		2174
	After Engine No. 9300			18–⅛	6–3/16		4947		1947
	After Engine No. 14993			18–⅛	12–3/16		4948		1948
1932–43	GF, 4-6 Ton (Herc. HXC)	6	5¼	18–5/32	6–¼		4919		1919
1932–39	C, CXH, CXHC61, 62, 55A, 70A, 2-4½ Ton (Herc. JXC):	6	3¾						
	For Iron & Aluminum Pistons			18–⅛	6–3/16	L862	4862		1862
1933–39	CXH, CXHB, 61, 62, 40A, 45A, 50A, 2-4 Ton (Herc. JXB)	6	3⅝	18–⅛	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1934–36	CX6, CX61, 62, 2-3 Ton (Cont. 20C)	6	3⅜	12–⅛	6–⅛				
					6–5/32	L372	4372		672
1934–36	DX, 2½-4 Ton (Wauk. 6BK):	6	3¾						
	For Iron Pistons			18–⅛	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–⅛	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1935–36	ED, 3-4½ Ton (Buda 6D-415 Diesel)	6	4	18–⅛					
				6–3/16	12–3/16	L1422	5422		2422
1935–39	D, 75A, 85A, 85½, 2½-5½ Ton (Herc. JXD)	6	4	18–⅛	6–3/16	L858	4858		1858
1935–36	E, 3-4½ Ton (Herc. WXC3):	6	4¼						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1936–39	15A, 20A, 25A, 1½-2 Ton (Herc. QXB3):	6	3¼						
	For Iron & Aluminum Pistons			18–⅛	6–3/16	L1326	5326		2326
1936–39	30, 30A, 2-3 Ton (Herc. JXA)	6	3⅜	18–⅛	6–3/16	L801	4801		1801
1936–43	DJX40A, DJX55A, DJX70A, D46A, D56A, 2½-4½ Ton (Herc. DJXB Diesel)	6	3½	24–⅛	12–3/16	L1290	5290		2290
1936–43	DJX75A, DJX85A, D71A, 3½-5½ Ton (Herc. DJXC Diesel)	6	3¾	24–⅛	12–3/16	L1292	5292		2292
1940–43	11A, 21A, (Herc. QXB3G):	6	3¼						
	For Iron & Aluminum Pistons			18–⅛	6–3/16	L1326	5326		2326
1940–43	31A, 41A (Herc. QXC3G):	6	3⅜						
	For Iron Pistons			18–⅛	6–3/16	L801	4801		1801
	For Aluminum Pistons			18–⅛	6–3/16	L394	4394		694
1940–43	46A, 56A (Herc. JXBG)	6	3⅝	18–⅛	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1940–43	71A (Herc. JXCG):	6	3¾						
	For Iron & Aluminum Pistons			18–⅛	6–3/16	L862	4862		1862

(Continued on next page)

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for GRAMM BUS & TRUCK
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width Comp. Rings	Number and Width Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1940–43	76A, 86A (Herc. JXDG)	6	4	18–1/8	6–3/16	L858	4858		1858
1940–43	D76 (Buda 6DT-317, Diesel)	6	3 5/8	18–1/8	12–3/16	L1419	5419		2419
1940–43	D86, D96 (Buda 6DT389 Diesel)	6	3 7/8	6–3/32 6–1/8 6–5/32	 6–1/4 6–5/32	L1449	5449		2449
1940–43	96A (Herc. WXLC3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1926–35	B, 1½-2½T; B, 115, 116, 116 Spec. 1¾-2T; 118, 3T; 463NA, B, C, 2T; 6-15-3; N, 15 Pass; B-118, 140, 157, 174, 215, 216, 363NA, B, C, 1½T	6	3 1/4	Lycoming 4SL
1929–38	HY, 230, 231, 236, HYB-130, 131, 5T; HYB Series, Bus	6	4 3/4	Continental 16H
1929–38	EY-190, EY-275, EYB, 175, Bus, 3T; CXF, 2-3½T	6	4 1/8	Continental 20R
1929–38	GY, GY-210, GY-277, GY-277B, 278, Bus GYB, 177-178, GW, 148, 149, 150, 4-5T; EF-330, 331, 3T; G630, 631, 632, 632 Spec. 4T; DF, 2½-4T; GT4, 6T; G, 4-6T; GW, 4-7½T	6	4 3/8	Continental 21R
1930–36	BX4, BX41, BX42, BX42 Spec., 1½-2T; AX4, 1-1½T; AX41, AX42, AX42 Spec., 1T; X, 1½T; BX, 1T	4	3 7/8	Continental W10
1930–36	CX4, CX41, CX42, CX42 Spec., 2-3T; CX4, 4-6T	4	4 1/8	Continental W20
1930–36	AX6, AX61, AX62, AX62 Spec., 1-1½T; BX6, BX61, BX62, BX62 Spec., 1½-2T	6	3 3/8	Continental 25A
1932–36	ED, 3-4½T	4	4 1/8	Cum.-Diesel 4H
1932–36	EX, 3-4T	6	3 7/8	Continental E601
1932–38	GWD, 148, 149, 150, 150 Spec., 5-7½T	6	4 1/8	Cum.-Diesel 6H
1932–41	GF, 4-6T	6	5 1/4	Hercules HXC
1932–39	C, CXH, 2-3T; CXHC61, 62, 62 Spec., 2T; 55A, 70A, 3-4½T	6	3 3/4	Hercules JXC
1933–35	GW, 5T	6	4 1/2	Continental 22R
1933–39	CXH, CXHB, 61, 62, 62 Spec., 2T; 40A, 45A, 50A, 2½-4T	6	3 5/8	Hercules JXB
1934–36	CX6, 2-3T; CX61, 62, 62 Spec., 2T	6	3 3/8	Continental 20C
1934–36	DX, 2½-4T	6	3 3/4	Waukesha 6BK
1935–36	ED, 3-4½T	6	4	Buda (Diesel) 6D-415
1935–39	D, 2½-4T; 75A, 3½-5T; 85A, 85½, 4-5½T	6	4	Hercules JXD
1935–36	E, 3-4½T	6	4 1/4	Hercules WXC3
1936–39	15A, 20A, 25A, 1½-2T	6	3 1/4	Hercules QXB3
1936–39	30, 30A, 2-3T	6	3 3/8	Hercules JXA
1936–41	DJX40A, DJX55A, DJX70A, 2½-4½T; D46A, D56A	6	3 1/2	Hercules (Diesel) DJXB
1936–41	DJX75A, DJX85A, D5X75A, D71A, 3½-5½T	6	3 3/4	Hercules (Diesel) DJXC
1940–41	11A, 21A	6	3 1/4	Herc. QXB3G
1940–41	31A, 41A	6	3 3/8	Herc. QXC3G
1940–41	46A, 56A	6	3 5/8	Herc. JXBG
1940–41	71A	6	3 3/4	Herc. JXCG
1940–41	76A, 86A	6	4	Herc. JXDG
1940–41	D46A, D56A	6	3 1/2	Herc. DJXB
1940–41	D76	6	3 5/8	Buda 6DT-317
1940–41	D86, D96	6	3 7/8	Buda 6DT-389
1940–41	96A	6	4 1/4	Herc. WXLC3

for GRASS PREMIER TRUCK
MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1933–38	455, 465, 555, 565, 665	6	4	Waukesha 6-110
1934–38	475, 485, 575	6	4 3/8	Waukesha 6-125
1935–38	545	6	3 3/4	Waukesha 6BK

for GRASS PREMIER TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1933–38	455, 465, 555, 565, 665, (Wauk. 6-110)	6	4	18–1/8	6–3/16	L848	4848		1848
1934–38	475, 485, 575 (Wauk. 6-125)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
	Chrome Rebore-Rebuild Set C4933								
1935–38	545 (Wauk. 6BK):	6	3 3/4						
	For Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
	Chrome Rebore-Rebuild Set C4816								

for HAHN BUS & TRUCK

1931–38	HA, HA2, 110, 210, 1½-3 Ton (Wauk. 6ZK)	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
1931–38	HD, HD2, HD3, M-20, M-22, M-25, M-26, 30, 250, 300, 630, 3-6 Ton (Wauk. 6MZ & 6MZR):	6	4 1/4						
	For 3-Ring Iron Pistons			12–3/16	6–3/16	L456	4456		756
	For Iron & Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
	Chrome Rebore-Rebuild Set C4888								
1931–38	Spec. 40, 440, HE, HE2, 70, 4-10 Tons (Wauk. 6SRK):	6	4 5/8						
	For 3-Ring Pistons			12–1/4	6–1/4		4470		770
	For Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771
1934–46	HB3, HB4, HB5, HB6, H18, H19, H20, H22, 2-3 Ton (Wauk. 6BK):	6	3 3/4						
	For Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
	Chrome Rebore-Rebuild Set C4816								
1937	H-11, H-13, 1½-2 Ton (Wauk. 6ZKA)	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
1932–46	550 (Wauk. 6RB, 6RBR)	6	5	18–5/32	6–3/16		4445		745
1937–46	H-9, H-11, H-13, H-18, 1½-2 Ton (Wauk. 6BL):	6	3 1/2	18–1/8	6–3/16	L442	4442		742
1939–46	H22, H25 (Wauk. 6BZ)	6	4	18–1/8	6–3/16	L848	4848		1848
1937–46	440, 640 (Wauk. 6SRKR):	6	4 5/8	18–5/32	6–3/16		4471		771

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1931–38	HA, 1½T; HA2, 1½-2T; 210, 2T; 110, 2-3T	6	3 3/8	Waukesha 6ZK
1931–38	HD, 4T; HD2, HD3, M-20, M-22, M-25, M-26, 3-6T; 250, 3T; 30, 3-5T; 300, 3½-6T	6	4 1/4	Waukesha 6MZ
1931–38	Spec., 40, 440. 4-6T; HE, HE2, 5-7T; 70, 7-10T	6	4 5/8	Waukesha 6SRK
1932–46	550	6	5	Waukesha 6RB
1934–46	HB3, HB4, 2T; HB5, 2½T; HB6, 3T; H18, H22, 2-2½T	6	3 3/4	Waukesha 6BK
1937	H-11, H-13, 1½-2T	6	3 3/8	Waukesha 6ZKA
1937–46	H-9, H-11, H-13, H-18, 1½-2½T	6	3 1/2	Waukesha 6BL
1939–46	H22, H25	6	4	Waukesha 6BZ
1937–46	440, 640	6	4 5/8	Waukesha 6SRKR

for HARLEY-DAVIDSON MOTORCYCLE

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–40	74UA, 3X1 (Own 74 Cu. In.)	2	3 5/16	4–1/8	2–1/8	L340	4340		640
1940–42	40WLA, 41WLA, 42WLA, 45WLA, 2X1 (Own 45 Cu. In.)	2	2 3/4	4–3/32	2–1/8	L341	4341		641

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for HALL SCOTT MOTORS
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	95:	6	4						
	4-Ring Piston			6–3/32 12–1/8	6–1/4	L1276	5276		2276
	5-Ring Piston			18–1/8	6–1/4 6–3/16	L2501	42501		12501
	130:	6	4 1/4						
	5-Ring Piston			12–1/8 6–3/16	12–3/16	L1259	5259		2259
	4-Ring Piston			18–1/8	6–1/4	L932	4932		1932
				Chrome Rebore-Rebuild Set C4932					
	135:	6	4 1/2						
	4-Ring Piston			18–1/8	6–1/4	L1261	5261		2261
	Early 5-Ring Piston			12–1/8 6–3/16	12–3/16	L1262	5262		2262
	Late 5-Ring Piston			18–1/8	12–3/16	L929	4929		1929
	136:	6	4 1/2	6–3/32					
	Standard Thickness			12–1/8	6–1/4	L2564	42564		12564
	Thick Wall (Deep Top Groove)					L2562	42562		12562
	147	6	4	18–1/8	6–3/16	L884	4884		1884
	151, 165, 179	4	4 1/4	16–1/8	4–1/8 4–3/16				2264
	152	4	4 3/4	12–1/8	8–1/8 4–3/16		5265		2265
	160-1, 163, 164, 170, 171	6	4 1/4	18–1/8	6–1/4 6–3/16	L1277	5277		2277
	162	6	4 5/8	18–1/8	6–1/4		5278		2278
	166, 166-2, 166-3	6	4 1/4	18–1/8	12–3/16	L1026	5026		2026
	168	6	5 1/2	24–3/16	6–3/16		5267		2267
	175	6	5	30–3/16	6–3/16		5268		2268
	176:	6	5 1/4						
	5-Ring Piston			18–3/16	6–1/4 6–3/16		5275		2275
	6-Ring Piston			24–1/8	6–5/16 6–3/16		5274		2274
	177:	6	5 1/2						
	5-Ring Piston			24–1/8	6–5/16		5280		2280
	6-Ring Piston with One 1/4" and One 3/16" Oil Ring Groove			24–1/8	6–1/4 6–3/16		5282		2282
	6-Ring Piston with One 5/16" and One 3/16" Oil Ring Groove			24–1/8	6–5/16 6–3/16		5281		2281
	180:	6	5						
	5-Ring Piston with 3/16" Comp. Rings			18–3/16	12–1/4		5269		2269
	4-Ring Piston with 1/8" Comp. Rings			18–1/8	6–5/16		5271		2271
	5-Ring Piston with 5/32" Comp. Rings			18–5/32	6–1/4 6–5/16		5270		2270
	4-Ring Piston with Two 5/32" Comp. Rings			12–5/32	12–1/4		5272		2272
	4-Ring Piston with Three 5/32" Comp. Rings			18–5/32	6–1/4		5273		2273
	5-Ring Piston with Two 3/16" and One 1/4" Comp. Rings			12–3/16 6–1/4	6–1/4 6–3/16		42546		12546
	190:	6	5 1/4						
	4-Ring Piston			6–3/32 12–1/8	6–1/4		5279		2279
	5-Ring Piston			18–5/32	6–5/16 6–3/16		42502		12502
	6-Ring Piston			24–1/8	6–5/16 6–3/16		5274		2274
	350	6	7 1/2	24–1/4	12–1/4				2284
	379, 400, 440, 480	6	5 3/4	6–3/32 18–1/8	6–1/4				2283

for HALL-SCOTT

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
.....	95, 130, 135.....	6	3418	.090	3419	.090	3420	.090	3420	.090	3419	.090	2–3–5–6
	☛3418, 3419, and 3420 are Cadmium Silver Lined Bearings.												
.....	151.....	4	1600	.090†	2359	.090†	2360	.090†	2359	.090†	....	....	.....
.....	152, 4 cyl.; 155, 160, 6 cyl.....	4–6	2465	.090†	....	....	....	....	....	....	....	....	.....
.....	162, 180, 190.....	6	3421	.090	3422	.090	3423	.090	3424	.090	3423	.090	2–3–5–6
	☛3421, 3422, 3423, and 3424 are Cadmium Silver Lined Bearings.												
.....	132, 133, 157, 158, 200, 201, 230, 231.	6	2465	.090†	3483	.090†	3484	.090†	3485	.090†	3484	.090†	2–3–5–6
.....	168, 169, 183, 184, 186, 187, 1689....	6	3482	.100†	3479	.100†	3480	.100†	3481	.100†	3480	.100†	2–3–5–6

★Bearings marked † are supplied only in undersize and NOT in standard size.

for HART-PARR Listed with Oliver-Hart-Parr

for HAYES-ANDERSON TRUCK

MOTOR PARTS

☛After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1934–46	B-58-H, BA-46, BA-46-S, E-75, F-76, Int. 34, PC-19, PCT-24, SD-252, SW-BA-21, SW-200.....	6	4¼	Hercules WXC-3 and WXLC-3
1935–46	B-54, B-56, B-56-H, B-56-H-PU, B-58-H, B-65-H, BA-46, BA-46-H, PC-16, PC-20, PCT-24, PCT-28, PCT-34, PU-95.....	6	4	Hercules JXD
1935–40	BA21, BA-30, SW-BA-21, SW-BA-30, SW-230, SW300W.....	6	4⅝	Hercules YXC-3
1936–46	B-54, B-54-HT, LB-55-H, LB-56-H, PC-12, PC-17, SC-20.....	6	3¾	Hercules JXC
1936–46	PCT-31, PCT-32, SW-3100-W.....	6	4⅝	Hercules RXC
1938–40	SD-352-W, SD-452-W, SD-3000-PA.....	6	4⅞	Cummins- Diesel HB-600
1938	PCT-33, PCT-36.....	6	5	Hall-Scott 180
1940	UTI.....	4	3⅞	Ford A

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for HAYES-ANDERSON

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1934–35	A-53 (Herc. JXA)	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
1934–38	B-53-H, B-54 (Herc. JXB)	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1934–35	C-56 (Herc. WXB):	6	3 3/4						
	For Iron Pistons			18–3/16	6–3/16	L1121	5121		2121
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1934–35	C-64 (Herc. WXC):	6	4						
	For Iron Pistons			18–3/16	6–3/16	L1120	5120		2120
	For Aluminum Pistons			18–1/8	6–3/16	L858	4858		1858
1934–39	BA-46-S, D-58, D-65, SW-200 (Herc. WXC-2):	6	4 1/8						
	For Iron Pistons			18–3/16	6–3/16	L1352	5352		2352
	For Aluminum Pistons			18–1/8	6–3/16	L458	4458		758
1934–42	B-58-H, BA-46, BA-46-S, E-75, F-76, Int-34, PC-19, PCT-24, SD-252, SD-256, SW-BA-21, SW-200, (Herc. WXC-3 and WXLC-3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1934–35	F-66 (Herc. YXC):	6	4 3/8						
	For Iron Pistons			18–3/16	6–3/16	L1357	5357		2357
	For Aluminum Pistons			18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1935–42	B-54, B-56, B-56-H, B-56-H-PU, B-58-H, B-65-H, BA-46, BA-46-H, PC-16, PC-20, PCT-24, PCT-28, PCT-34, PU-95, (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1935–40	BA21, BA-30, SW-BA-21, SW-BA-30, SW-230, SW300W, (Herc. YXC-3):	6	4 5/8						
	For Iron Pistons			18–3/16	6–3/16		5330		2330
	For Aluminum Pistons			18–1/8	6–3/16		5362		2362
1936–42	B-54, B-54-HT, LB-55-H, LB-56-H, PC-12, PC-17, SC-20, (Herc. JXC):	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1936–42	PCT-31, PCT-32, SW-3100-W, (Herc. RXC):	6	4 5/8						
	For Aluminum Pistons			24–1/8	6–3/16		4921		1921
	For Iron Pistons			18–3/16	6–3/16		5330		2330
1938	PCT-28 (Hall-Scott 135) to Engine No. 550355	6	4 1/2	12–1/8					
				6–3/16	12–3/16	L1262	5262		2262
	After Engine No. 550355			18–1/8	6–1/4	L1261	5261		2261
1938	PCT-36D (Herc. RXLD)	6	4 3/4	18–1/8	12–3/16		5025		2025
1938–40	SD-352-W, SD-452-W, SD-3000-PA (Diesel) (Cummins HB-600):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1938	PCT-33, PCT-36 (Hall-Scott 180):	6	5						
	For 5-Ring Pistons			12–3/16	6–1/4				
				6–1/4	6–3/16		42546		12546
	For 4-Ring Pistons			18–1/8	6–5/16		5271		2271
1940	UTI (Ford A)	4	3 7/8	8–1/8	4–5/32	L200	4200		500

for HENDRICKSON TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1934–46	19S, 19SA, 24S, 25D, 25DA, 32D, A210, A210A, A210T, A275F, A290, A320F, A320F-1, A375F (Wauk. 6-110 and 6BZ)	6	4	18–1/8	6–3/16	L848	4848		1848
1934–40	32S, 38D, 40D, A390, A420F (Wauk. 6-125)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1935–44	15SA, 21DA, A126, A126T, A165, A165T, A275F (Wauk. 6BK):	6	3 3/4						
	For Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1938–46	AD240, AD320F (Cummins-Diesel 4-HB):	4	4 7/8						
	To Engine No. 14993			12–1/8	4–3/16		5170		2170
	After Engine No. 14993			12–1/8	4–3/16		5172		2172
1938–48	AD290, AD390, AD390-1, AD420, AD420-2, AD420F (Cummins 6-HB):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1939–42	AD240B, AD320F (Cummins-Diesel 6AAT):	6	4						
	For 5-Ring Pistons with 5/32" Oil Ring			18–3/32	12–5/32	L1163	5163		2163
	For 5-Ring Pistons with 3/16" Oil Ring			18–1/8	12–3/16	L949	4949		1949
1939–46	A210, A210T, A290, A320F, A320F-2, A375F (Wauk. 6MZR):	6	4 1/4						
				18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1939–46	A390, A420F (Wauk. 6SRKR):	6	4 5/8						
	For Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1934–46	19S, 19SA, 24S, 25D, 25DA, 32D, A210, A210A, A201T, A275F, A290, A320F, A375F	6	4	Waukesha 6BZ & 6-110
1934–38	32S, 38D, 40D, A390, A420F	6	4 3/8	Waukesha 6-125
1935–46	15SA, 21DA, A126, A126T, A165, A165T, 275F	6	3 3/4	Waukesha 6BK
1938	A210A	6	4	Waukesha 6BZ
1938–46	AD240, AD320F	4	4 7/8	Cum.-Diesel 4-HB
1938–46	AD290, AD390, AD420, AD420F	6	4 7/8	Cummins 6HB
1939–46	A210, A210T, A290, A320F, A375F	6	4 1/4	Waukesha 6MZR
1939–46	A390, A420F	6	4 5/8	Wauk. 6SRKR

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for HERCULES MOTORS
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	DFXE	6	5 5/8	24–1/8	12–1/4				772
	DFXB, DHXB, DXI Diesel	6	5	24–1/8	12–1/4		5288		2288
	DFXD, DHXC Diesel	6	5 1/2	24–1/8	12–1/4		5289		2289
	DFXH Diesel	6	5 3/4	18–1/8	12–1/4				*12604
	DIX4B Diesel	4	3 1/4	12–1/8	8–3/16	*L2605	*42605		*12605
	DIXB Diesel	2	3 3/4	8–1/8	4–3/16	L1291	5291		2291
	DIXC Diesel	2	4	8–1/8	4–3/16	L1294	5294		2294
	DIXD Diesel	2	4 1/4	8–1/8	4–3/16	L1296	5296		2296
	DJXB, DJXBC, DJXBL Diesel	6	3 1/2	24–1/8	12–3/16	L1290	5290		2290
	DJXC, Diesel	6	3 3/4	24–1/8	12–3/16	L1292	5292		2292
	DNX-V8D	8	6 1/4	24–1/8	16–1/4				*12603
	DOOB Diesel	4	3 3/4	16–1/8	8–3/16	L1293	5293		2293
	DOOC Diesel	4	4	16–1/8	8–3/16	L1295	5295		2295
	DOOD Diesel	4	4 1/4	16–1/8	8–1/4	L1297	5297		2297
	DRX, DRXB Diesel	6	4 3/8	24–1/8	12–1/4	L1298	5298		2298
	DRXC Diesel	6	4 5/8	24–1/8	12–1/4		5299		2299
	DWXD Diesel	6	4 1/4	18–1/8	12–3/16	*L2626	*42626		*12626
	E, EP	4	5	12–3/16	4–3/16		5300		2300
	G, GA, GC, GP	4	4 3/4	12–3/16	4–3/16		4864		1864
	GXA, HXA	6	4 3/4	18–5/32	6–1/4		5302		2302
	GXB, HXB	6	5	18–5/32	6–1/4		5273		2273
	GXC, HXC	6	5 1/4	18–5/32	6–1/4		4919		1919
	GXD, HXD	6	5 1/2	18–5/32	6–1/4		5304		2304
	GXE, HXE, HWK	6	5 3/4	18–5/32	6–1/4				2305
	HXDW	6	5 5/8	18–3/16	6–1/4				2306
	IX	4	2 1/2	8–1/8	4–3/16	L1307	5307		2307
	IXA, IXA3, IXA5, IXAC: For Iron Pistons	4	3	8–1/8	4–3/16	L833	4833		1833
	IXB, IXB3, IXBC	4	3 1/4	8–1/8	4–3/16	L1312	5312		2312
	IXF3	4	2 3/4	8–1/8	4–3/16	L405	4405		705
	IXK3	4	3 1/8	8–1/8	4–3/16	L1317	5317		2317
	JXA	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
	JXB	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					

NOTE: *12603, 12604, 12605, 12626, 42605, 42626, L2506 and L2626 contain Keystone Rings for Top Groove.

(Continued on next page)

for HERCULES MOTORS

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	JXC:	6	3 3/4						
	For Iron Pistons			18–1/8	6–3/16	L862.	4862		1862
	JXD, JXDT	6	4	18–1/8	6–3/16	L858	4858		1858
	JXD, JXLD	6	4	6–3/32 6–1/8	12–3/16	L2615	42615		12615
	JXE, JXE-3, JXG, JXA-2, OOA	6	3 1/2	18–1/8	6–3/16	L442	4442		742
	JXF, JXA-1	6	3 13/32	18–1/8	6–3/16	L1319	5319		2319
	K, KA, KP	4	4 1/4	12–3/16	4–3/16	L395	4395		695
	L, LA, LC, LP	4	4 1/2	12–3/16	4–3/16	L895	4895		1895
	NXA:	2	3	4–1/8	2–3/16	L1310	5310		2310
	NXB	2	3 1/4	4–1/8	2–3/16	L1314	5314		2314
	O, OX, OXA, OB, OBX after Motor 46976	4	4	12–3/16	4–3/16	L805	4805		1805
	OOA:	4	3 1/2						
	For Iron Piston			12–1/8	4–3/16	L1322	5322		2322
	For Aluminum Piston			12–1/8	4–3/16	L442	4442		742
	OOB:	4	3 3/4	12–1/8	4–3/16	L861	4861		1861
	OOC:	4	4						
	For 3-Ring Iron Pistons			8–3/16	4–3/16	L918	4918		1918
	For 4-Ring Iron & Aluminum Pistons			12–1/8	4–3/16	L802	4802		1802
	OHB	4	3 3/4	8–3/16	4–3/16	L1105	5105		2105
	OHC	4	4	12–1/8	4–3/16	L802	4802		1802
	OXC, OXCP	4	4 1/4	12–3/16	4–3/16	L395	4395		695
	QXA, QXA2, QXA3, QXA5	6	3 1/8	18–1/8	6–3/16	L1325	5325		2325
	QXB, QXB2, QXB3, QXB5, QXB5C, QXB5MC:	6	3 1/4	18–1/8	6–3/16	L1326	5326		2326
	QXC, QXC3, QXC5, QXC5M, QXC5MC:	6	3 3/8						
	For Iron Pistons			18–1/8	6–3/16	L801	4801		1801
	For Aluminum Pistons			18–1/8	6–3/16	L394	4394		694
	QXD3, QXD5	6	3 7/16	18–1/8	6–3/16	L1328	5328		2328
	RXB:	6	4 1/2						
	For 4-Ring Piston			18–1/8	6–3/16	L497	4497		797
	For 5-Ring Piston with 1/8" Comp. Rings			24–1/8	6–3/16	L920	4920		1920
	RXC, RXCM, RXCP:	6	4 5/8						
	For 4-Ring Pistons			18–3/16	6–3/16		5330		2330
	For 5-Ring Pistons			24–1/8	6–3/16		4921		1921
	RXCT, RXLC	6	4 5/8	24–1/8	6–3/16		4921		1921
	RXLCT	6	4 5/8	18–1/8	12–3/16		5333		2333
	RXLD, RXLDH, RXLDT:	6	4 3/4						
	For Piston with four 1/8" Comp. Ring			24–1/8	6–3/16		4449		749
	For Piston with three 1/8" Comp. Rings			18–1/8	12–3/16		5025		2025
	For Piston with one 3/32" and one 1/8" Comp. Rings			6–3/32 6–1/8	12–3/16		42541		12541
	For Piston with one 3/32" and two 1/8" Comp. Rings			6–3/32 12–1/8	12–3/16		42573		12573
	TX, TXC	4	5 1/2	12–5/16	4–5/16		5051		2051
	TXA, TXAC	4	6	12–5/16	4–5/16				2336
	TXO, TXOC	4	6 3/8	12–5/16	4–5/16				2337

(Continued on next page)

for HERCULES MOTORS

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	WXA	6	3 3/8	12–3/16	6–3/16	L1118	5118		2118
	WXA2:	6	3 1/2						
	For 3-Ring Pistons			12–3/16	6–3/16	L430	4430		730
	For 4-Ring Iron Pistons			18–3/16	6–3/16	L1340	5340		2340
	For 4-Ring Aluminum Pistons			18–1/8	6–3/16	L1005	5005		2005
	WXB:	6	3 3/4						
	For Iron Piston			18–3/16	6–3/16	L1121	5121		2121
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
	WXC, WXG, WXH:								
	For Iron Pistons	6	4	18–3/16	6–3/16	L1120	5120		2120
	For Aluminum Pistons			18–1/8	6–3/16	L858	4858		1858
	WXC2:	6	4 1/8						
	For Iron Pistons			18–3/16	6–3/16	L1352	5352		2352
	For Aluminum Pistons			18–1/8	6–3/16	L458	4458		758
	WXC3, WXLC3, WXT:	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
	For 3-Ring Piston			6–3/32					
				6–1/8	6–3/16	L2578	42578		12578
	WXE	6	3 3/4	18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
	WXLC	6	4	18–3/16	6–3/16	L1120	5120		2120
	WXLRT, WXR, WXRM, WXRT	6	4 1/4	18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
	WXO, WXU:	6	4 1/8						
	For Iron Pistons			12–3/16	12–3/16	L1352	5352		2352
	For Aluminum Pistons			18–1/8	6–3/16	L458	4458		758
	YXA	6	3 3/4	12–3/16	6–3/16	L370	4370		670
				18–3/16	6–3/16	L1121	5121		2121
	YXB, YXB2, YXCC	6	4	18–3/16	6–3/16	L1120	5120		2120
	YXBP2	6	4 1/8	18–3/16	6–3/16	L1352	5352		2352
	YXC:	6	4 3/8						
	For Iron Pistons			18–3/16	6–3/16	L1357	5357		2357
	For Aluminum Pistons			18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
	YXC2:	6	4 1/2						
	For Iron Pistons			18–3/16	6–3/16	L1359	5359		2359
	For Aluminum Pistons			18–1/8	6–3/16	L497	4497		797
	YXC3, YXCP3:	6	4 5/8						
	For Iron Pistons			18–3/16	6–3/16		5330		2330
	For 4-Ring Aluminum Pistons			18–1/8	6–3/16		5362		2362
	For 5-Ring Aluminum Pistons			24–1/8	6–3/16		4921		1921
	YXC4	6	4 5/8	18–3/16	6–3/16		5330		2330
	ZXA	4	2 1/2	8–1/8	4–3/16	L1307	5307		2307
	ZXB	4	2 5/8	8–1/8	4–3/16	L880	4880		1880

for HERCULES

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
.....	DIXB, 2 cyl.; DJXC, 6 cyl.; DOOB, 4 cyl., Diesel	2-4-6	3¾	4–⅛	2–3/16	P-322AX	W-9388	LR-85	WB-1942
	☛P-322AX is a Heavy Duty Aluminum Piston.								
.....	DIXC, 2 cyl., DJXD, 6 cyl., DOOC, 4 cyl., Diesel	2–4–6	4	4–⅛	2–3/16	P-323AX	W-9389	LR-85	WB-1942
	☛P-323AX is a Heavy Duty Aluminum Piston.								
.....	DIXD, 2 cyl.; DOOD, 4 cyl.; Diesel	2–4	4¼	4–⅛	2–3/16	.....	.....	LR-85	WB-1942
.....	DJXB, DJXBC, DJXBL, Diesel	6	3½	4–⅛	2–3/16	P-321AX	W-9387	LR-85	WB-1942
	☛P-321AX is a Heavy Duty Aluminum Piston								
.....	IXA, IXA3, IXA5, IXAC, 4 cyl.; NXA, 2 cyl	2–4	3	2–⅛	1–3/16	P-1138X	W-9289	Osc.	.....
.....	IXB, IXB3, IXB5, IXBC, 4 cyl., NXB, 2 cyl	2–4	3¼	2–⅛	1–3/16	P-1139X	W-9290	Osc.	WB-1896
				2–⅛	1–3/16	P-293AX	W-9290	Osc.	.....
	☛P-1139X is a Gray Iron Piston. P-293AX is a Heavy Duty Aluminum Piston.								
.....	IXK3	4	3⅛	2–⅛	1–3/16	P-1282X	W-9289	Osc.	.....
.....	JXA	6	3⅜	3–⅛	1–3/16	P-1077X	W-9246	Osc.	.....
				3–⅛	1–3/16	P-238ARX	W-9246	Osc.	.....
	☛P-1077X is a Gray Iron Piston. P-238ARX is a Heavy Duty Aluminum Piston.								
.....	JXB	6	3⅝	3–⅛	1–3/16	P-1092X	W-9258	Osc.	WB-1874
				3–⅛	1–3/16	P-239AX	W-9258	Osc.	
	☛P-1092X is a Gray Iron Piston. P-239AX is a Heavy Duty Aluminum Piston.								
.....	JXC, 6 cyl.; OOB, 4 cyl.	4–6	3¾	2–3/16	1–3/16 →	Use Piston P-1156X	W-9234	Osc.	WB-1874
				3–⅛	1–3/16	P-1156X	W-9234	Osc.	WB-1874
				3–⅛	1–3/16	P-240AX	W-9234	Osc.	
	P-1156X is a Gray Iron Piston. P-240AX is a Heavy Duty Aluminum Piston.								
.....	JXD, JXDT	6	4	3–⅛	1–3/16	P-247AX	W-9318	Osc.	.....
	☛P-247AX is a Heavy Duty Aluminum Piston								
.....	JXE, JXE-3, JXG	6	3½	3–⅛	1–3/16	P-376AX	W-9246	Osc.	.....
.....	JXF	6	3 13/32	3–⅛	1–3/16	.....	W-9246	Osc.	.....
.....	O, OX, OXA, OB, OBX, after Motor 46976	4	4	3–3/16	1–3/16	P-734X	W-6011	Osc.	.....
				2–¼	1–¼	→Rings for Motors Prior to 46976.			
.....	OOA	4	3½	2–3/16	1–3/16 →	For Iron Pistons	W-9258	Osc.	.....
				3–⅛	1–3/16 →		W-9258	Osc.	.....
				3–⅛	1–3/16	P-376AX	W-9246	Osc.	.....
.....	OOC	4	4	2–3/16	1–3/16 →	Use Piston P-1187X	W-9318	Osc.	.....
				3–⅛	1–3/16	P-1187X	W-9318	Osc.	.....
				3–⅛	1–3/16 →	For Alum. Piston	W-9318	Osc.	.....
.....	OXC, OXCP	4	4¼	3–3/16	1–3/16	P-1075X	W-9216	Osc.	WB-1864
.....	QXA, QXA3, QXA5	6	3⅛	3–⅛	1–3/16	.....	.....	.....	WB-1915

(Continued on next page)

for HERCULES

PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
.....	QXB, QXB3, QXB5, QXB5C, QXB5MC.....	6	3 1/4	3–1/8	1–3/16	P-1279X	W-9333	Osc.	WB-1915
				3–1/8	1–3/16 →	For Alum. Piston	W-9333	Osc.	.....
	☛P-1279X furnished .075 Oversize Semi-Finished only.								
.....	QXC, QXC3, QXC5, QXC5M, QXC5MC.....	6	3 3/8	3–1/8	1–3/16	P-1201X	W-9334	Osc.	WB-1916
				3–1/8	1–3/16	P-312AX	W-9334	Osc.	.....
	☛P-1201X is a Gray Iron Piston. P-312AX is a Heavy Duty Aluminum Piston.								
.....	QXD3, QXD5.....	6	3 7/16	3–1/8	1–3/16	.....	W-9334	Osc.	.....
.....	RXB.....	6	4 1/2	3–1/8	1–3/16 →	For Alum. Pistons	W-9132	Osc.	.....
				4–1/8	1–3/16	P-375AX	W-9132	Osc.	.....
.....	RXC, RXCM, RXCP.....	6	4 5/8	3–3/16	1–3/16 →	For Iron Pistons	W-9190	Osc.	.....
				4–1/8	1–3/16	P-374AX	W-9412	Osc.	.....
.....	RXLC.....	6	4 5/8	4–1/8	1–3/16	P-378AX	W-9190	Osc.	.....
.....	WXC, WXG.....	6	4	3–3/16	1–3/16 →	For Iron Piston	W-9106	Osc.	.....
				3–1/8	1–3/16 →	For Alum. Piston	W-9106	Osc.	.....
.....	WXC2	6	4 1/8	3–3/16	1–3/16 →	For Iron Pistons	W-9106	Osc.	.....
				3–1/8	1–3/16 →	For Alum. Pistons	W-9106	Osc.	.....
.....	WXC3, WXT.....	6	4 1/4	3–3/16	1–3/16	P-1095X	W-9316	Osc.	.....
				3–1/8	1–3/16	P-313AX	W-9316	Osc.	.....
	☛P-1095X is a Gray Iron Piston. P-313AX is a Heavy Duty Aluminum Piston.								
.....	WXLC3.....	6	4 1/4	3–1/8	1–3/16	P-313AX	W-9316	Osc.	.....
.....	WXLRT, WXR, WXRT.....	6	4 1/4	3–1/8	1–3/16	P-377AX	W-9316	Osc.	.....
.....	YXC.....	6	4 3/8	3–3/16	1–3/16 →	For Iron Piston	W-9132	Osc.	.....
				3–1/8	1–3/16 →	For Alum. Piston	W-9132	Osc.	.....
.....	YXC2.....	6	4 1/2	3–3/16	1–3/16 →	For Iron Piston	W-9132	Osc.	.....
				3–1/8	1–3/16 →	For Alum. Piston	W-9132	Osc	.....
.....	YXC3, YXCP3.....	6	4 5/8	3–3/16	1–3/16 →	For Iron Piston	W-9190	Osc.	.....
				4–1/8	1–3/16	P-374AX	W-9412	Osc.	.....
				3–1/8	1–3/16 →	For Alum. Piston	W-9190	Osc.	.....
.....	ZXA.....	4	2 1/2	2–1/8	1–3/16	P-1140X	.....	Osc.	.....
.....	ZXB.....	4	2 5/8	2–1/8	1–3/16	P-1141X	W-9292	Osc.	

MOTOR PARTS

for HERCULES

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
.....	BX, BXB, 2 cyl.; ZXA, ZXB, 4 cyl..	2–4	.....	.....	.....	.....	VS-328	VS-328	VK-144
.....	DIXB, DIXC, DIXD, 2 cyl.; DJXB, DJXBC, DJXBL, DJXC, 6 cyl.; DOOB, DOOC, DOOD, 4 cyl.; Diesel.....	2-4-6	V-1275	V-1276N	G-394	G-394	VS-329 Inner VS-353 Outer	VS-329 Inner VS-353 Outer	VK-87
.....	DRXB, DRXBC, DRXC, Diesel....	6	V-1277	V-1278N	.....	.....	.....	.....	.....
.....	E, EP, G, GA, GC, GP, K, KA, KP, L, LA, LC, LP.....	4	.....	.....	G-194	G-194	.....	.....	.....
	☛ G-194 is a Plain Guide.								
.....	GXA, GXB, GXC, GXD, GXE, HXA, HXB, HXC, HXD, HXDW, HXE (½" Dia. Valve Stem).....	6	V-888	V-889N	.....	.....	VS-245 Inner VS-246 Outer	VS-245 Inner VS-246 Outer	.....
.....	IX, IXA, IXAC, IXA5, IXB, IXBC, 4 cyl.; NXA, NXB, 2 cyl.....	2–4	V-1024	V-1025N	G-305	G-305	VS-298	VS-298	VK-127
.....	IXA3, IXB3, IXF3, IXK3.....	4	V-1024	V-1025N	G-415	G-415	VS-298	VS-298	VK-127
.....	JXA, JXB, JXC, JXD, JXE, JXF, (Valve Face Angle 45°).....	6	V-868	V-869N	G-206	G-206	VS-231	VS-231	VK-86
.....	O, OX, OXA, OB, OBX, OXC.....	4	V-80	V-80	G-3	G-3	VS-188	VS-188	VK-46
.....	OOA, OOB, OOC, OHC.....	4	V-868	V-869N	G-206	G-206	VS-231	VS-231	See Note
	☛ NOTE: Early type Valves require Pin Type Keepers originally used prior to Engine 226955. Use Keeper VK-86 for late type Valves requiring Key Type Keepers. Valves V-868 and V-869N require VK-86 Keeper which must be used when these Valves are used in early engines prior to No. 226955.								
.....	QXA, QXA3, QXA5, QXB, QXB3, QXB5, QXB5C.....	6	V-1166	V-1167N	G-305	G-305	VS-329	VS-329	VK-134
.....	QXC, QXC3, QXC5, QXD3, QXD5.	6	V-1166	V-1167N → (1 31/64" Head) V-1306N → (1 39/64" Head)	G-305	G-305	VS-329	VS-329	VK-134
.....	RXB, RXC, RXCP, YXA, YXB, YXB2, YXBP2, YXC, YXC2, YXC3, YXCP3, YXC4, YXD....	6	V-660	V-660	G-11	G-3	VS-188	VS-188	VK-83
	☛ Use Key Type Keeper VK-83 when installing Valve V-660 in YX Series Engines prior to Engine 112007.								
.....	RXLC.....	6	V-1311	.....	G-11	G-3	VS-188	VS-188	VK-87
.....	RXLD.....	6	V-1311	V-1312N	G-11	G-3	VS-188	VS-188	VK-87
.....	WXA, WXA2, WXB, WXC, WXC2, WXC3, WXE, WXG, WXO, WXR, WXRT, WXT, WXLC, WXLC3.	6	V-658	V-659N	G-11	G-11	VS-188	VS-188	VK-83

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for **HERCULES**

MOTOR BEARINGS AND SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
	☛All Hercules Motors for which "Upper Halves Only" are Listed have lower halves babbitted in caps.												
.....	DHXB, DHXC, DHHD, Diesel....	6	3425	.090	....	....	....	....	....	....	....	....	.....
	☛3425 is a Cadmium Silver Lined Bearing.												
.....	DIXB, DIXC, DIXD, Diesel.....	2	3507 3258	See Note	....	....	....	....	....	....	....	....	.....
.....	DJXB, DJXBC, DJXBD, DJXBL, Diesel, to Eng. 801000.....	6	3507 3258	See Note	3259	.090	3260	.090	3261	.090	3262	.090	2–3–5–6
.....	DJXB, DJXBC, DJXBL, DJXC, Diesel, After Eng. 801000.....	6	3507 3258	See Note	3259	.090	3261	.090	3261	.090	3262	.090	2–3–5–6
.....	DOOB, DOOC, DOOD, Diesel.....	4	3507 3258	See Note	3259	.090	3260	.090	3261	.090	3259	.090	2–4
	☛3507 (Copper Alloy Super Bearing) is available .010, .020, .030, and .060 undersize. 3258 (Cadmium Silver Lined Bearing) is available .090 undersize. 3259, 3260, 3261 and 3262 are Cadmium Silver Lined Bearings.												
.....	DRXB, DRXC, DRXD to Eng. 381000.....	6	3432	.090	3433	.090	3434	.090	3436	.090	3435	.090	2–3–5–6
	☛3432, 3433, 3434, 3435 and 3436 are Cadmium Silver Lined Bearings.												
.....	E, EP, G, GC, GP, K, L, LC, LP, (Upper Halves only).....	4	....	....	2002	.090†	2002	.090†	2003	.090†	....	....	.....
	Bearing Shims	....	B-670	1/64	B-674	1/64	B-674	1/64	B-674	1/64	....	....	.....
.....	IX, IXA, IXA3, IXA5, IXB, IXB3, IXF3, IXK3, (Upper Halves only).	4	....	....	2751	.090	2751	.090	2752	.090	....	....	.....
	Bearing Shims	....	B-2043	.010	B-2125	.010	B-2125	.010	B-2125	.010	....	....	.....
.....	JXA, JXB, JXC, JXD, JXE, JXF.. (Shell Type Bearings)	6	2784 2968	See Note	2785	See Note	2786	See Note	2787 Flanged 3269 Flangeless	See Note	2788	See Note	2–3–5–6
	(Bronze Back Babbitt Lined—Upper Halves only).....	....	....	....	2499	.090	2500	.090	2501	.090	2502	.090	2–3–5–6
	Bearing Shims "Open bolt holes"	....	B-2044	.010	B-2045	1/64	B-2575	1/64	B-2575	1/64	B-2045	1/64	2–3–5–6
	"Closed bolt holes"	....	B-2040	.010	B-2261	1/64	B-2039	1/64	B-2039	1/64	B-2261	1/64	2–3–5–6
	☛2784 (Babbitt Lined) available .002, .010, .020, .030, and .060 undersize. 2968 (Copper Alloy Super Bearing) is available .002, and .050 undersize. 2785, 2786, 2787, 2788 are available .002, .010, .020, .030, and .060 undersize. 3269 is available .002, .010, .020, .030 and .060 undersize. ☛Use Bearing 3269 in early "JX" Series Motors originally equipped with Flangeless Type Rear Main Bearings. Flanged Type Bearing 2787 is for use in later motors.												
.....	NXA, NXB, (Upper Halves only)...	2	....	....	3236	.090	....	....	2752	.090	....	....	.....
.....	O, OX, OXC, (Upper Halves only)..	4	....	....	2004	.090†	2004	.090†	2005	.090†	....	....	.....
	Bearing Shims	....	B- 155 1/16 B-2802 1/64 B-2803 1/32		B-159	1/32	B-159	1/32	B-159	1/32	....	....	.....

(Continued on next page)

for **HERCULES**

MOTOR BEARINGS AND SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
.....	OOA, OOB, OOC, (Upper Halves only).....	4	....	....	2657	.090†	2657	.090†	2658	.090†	....	....	.....
	Bearing Shims	....	B-2040	.010	B-2041	.010	B-2041	.010	B-2041	.010	....	....	.....
.....	QXA, QXA3, QXA5, QXB, QXB3, QXB5, QXB5C, QXB5MC, QXC, QXC3, QXC5, QXC5M, QXC5MC, QXD3, QXD5, (Shell Type Bearings).....	6	2912	See Note	2785	See Note	2913	See Note	2914	See Note	2788	See Note	2–3–5–6
	Bronze Back Babbitt Lined—Upper Halves only.....	....	See Note	....	2499	.090	2916	.090	2917	.090	2502	.090	2–3–5–6
	Bearing Shims for QXA, QXB, QXC only.....	....	B-2576	.010	....	....	B-2058	.010	B-2058	.010	....	....	.....
	For all above Models except QXA, QXB, QXC.....	....	B-2576	.010	....	....	B-2065	.010	B-2065	.010	....	....	.....
.....	RXB, RXC.....	6	3413	.075	3414	.075	3415	.075	3417	.075	3416	.075	2–3–5–6
.....	RXL, RXLCT, RXCT, RXLC, RXLD, RXLDT; Diesel DRXB, DRXC, DRXD.....	6	3427	.090	3428	.090	3429	.090	3431	.090	3430	.090	2–3–5–6
.....	WXA, WXA2, WXB, WXC, WXC2, WXC3, (Bronze Back Babbitt Lined—Upper Halves only).....	6	See Note	....	2311	.090†	2312	.090†	2313	.090†	2314	.090†	2–3–5–6
.....	WXC, WXC3, WXLC, WXLC3, (Shell Type Bearings).....	6	2791	See Note	2792	.020 .060	2793	.020 .060	2794	.020 .060	2795	.020 .060	2–3–5–6
	Bearing Shims	....	B-820	1/64	B-821	1/64	B-2914	1/64	B-2914	1/64	B-2912	1/64	2–3–5–6
.....	YXA, YXB, YXC, YXC2, YXC3, (Upper Halves only).....	6	....	....	2111	.090†	2112	.090†	2113	.090†	2114	.090†	2–3–5–6
	Bearing Shims	....	B-730	1/64	B-731	1/64	B-2897	1/64	B-2897	1/64	B-2893	1/64	2–3–5–6
.....	ZXA, ZXB, (Upper Halves only)....	4	....	....	2908	.090	2908	.090	2909	.090	....	....	.....
	Bearing Shims	....	B-2042	.010	B-2577	.010	B-2577	.010	B-2577	.010	....	....	.....

☛NOTE: For those motors of the "QX" series which have Shell Type Connecting Rod Bearings, use Bearing 2912 which is available Standard, .002, .010, .020 and .060 undersize.
2785, 2788, 2913, and 2914 are available .002, .010, .020, .030, and .060 undersize.

NOTE: The Bronze Back Babbitt Lined Type Main Bearings were used in some of the early QX-5 (5 Gear) Engines prior to number 700898. All other QX-5 Engines and all QX-3 (3 Gear) Engines have Shell Type Bearings. Both types are shown in above listing.

☛3427, 3428, 3429, 3430, and 3431 are Copper Alloy Super Bearings.

☛NOTE: For those motors of the "WX" series which have Shell Type Connecting Rod Bearings, use Bearing No. 2791 which is available Standard, .002, .010, .020 and .060 undersize.

☛2791 is available .002, .010, .020 and .060 undersize.

★Dimension following Shim stock number indicates thickness of Shim.
Bearings marked † are supplied only in undersize and NOT in standard size.

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for HERCULES

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
.....	DIX, DIXB, DIXC, DIXD, 2 cyl.; IXA3, IXB3, IXF3, IXK3, 4 cyl.	2–4	.....	PA-236	.....
.....	JXA, JXB, JXC, JXD	6			
	For Motors having Distributors	...	.....	.....	M-2 Dist. Gear Key M-5 Impeller Key M-34 Impeller Pin M-195 Cork Washer M-196 Thrust Washer M-198 Drive Gear Key LR-68 Shaft Snap Ring
	For Motors having Magneto	...	.....	.....	M-5 Impeller Key M-21 Thrust Washer ¾" M-196 Thrust Washer 1½" M-34 Impeller Pin M-198 Drive Gear Key
.. ....	JXE3, GXC3, GXD3, QXA3, QXB3	6	.....	PA-288	.....

for HOLT TRACTOR Listed with Caterpillar

for HUBER TRACTOR

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–35	Light 4, 20-36	4	4¾	Wauk. DK, DKR
1931–37	1931-34 Modern Farmer 30; Combines 1934-36, 12 Cut; 1934-37, 16 Cut	4	4¼	Waukesha VK
1929–35	Light Four, 20-36	4	4¾	Waukesha DKR
1935–37	Modern Farmer S, SC	4	4⅛	Waukesha VIS
1936–45	MFL, MFLC, L, LC	4	4½	Waukesha VIK
1937	Combine 12 Cut	4	3⅝	Waukesha XAH
1937–45	B, Orchard OB	4	3 13/16	Buda H205

for HUBER TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–35	Light 4, 20-36 (Wauk. DK, DKR)	4	4 3/4	12–3/16	4–3/16		4864		1864
1931–37	1931-34 Modern Farmer 30; Combines 1934-36, 12 Cut, 1934-37, 16 Cut (Wauk. VK): For 4-Ring Pistons	4	4 1/4	12–1/8	4–3/16	L428	4428		728
1935–45	Light 4, HS, 27-42 (Wauk. CHS)	4	4 3/4	12–3/16	4–3/16		4864		1864
1935–45	"HK", 32-45 (Wauk. CHK)	4	5 1/8	12–3/16	4–3/16		4398		698
1935–37	Modern Farmer S, SC (Wauk. VIS)	4	4 1/8	12–3/16	4–3/16	L867	4867		1867
1936–41	MFL, MFLC, L, C (Wauk. VIK):	4	4 1/2						
	Flathead Piston			12–3/16	4–3/16	L423	4423		723
	Concave Piston			12–3/16	4–1/4	L424	4424		724
1937	Combine 12 Cut (Wauk. XAH)	4	3 5/8	12–1/8	4–3/16	L828	4828		1828
1937–45	B, Orchard OB (Buda H205)	4	3 13/16	12–1/8	4–3/16	L1389	5389		2389

for HUDSON-ESSEX-TERRAPLANE

PISTON RING SETS

1931	Hudson: Greater 8	8	2 7/8	16–3/32	8–1/8 8–3/16	L287	4287		587
1931	Essex: Super 6	6	2 7/8	12–3/32	6–1/8 6–3/16	L289	4289		589
1932–33	Hudson: 1933 E; Terraplane, 1932-33, Six, K, KU	6	2 15/16	12–3/32	6–1/8 6–3/16	L260	4260		560
1932–33	Terraplane; KT	8	2 15/16	16–3/32	8–1/8 8–3/16	L290	4290		590
1932–34	Hudson: 3" Cyl. Dia. (See Numbering System at end of listings)	8	3	16–3/32	8–1/8 8–3/16	L288	4288		588
1934	Terraplane: 3" Cyl. Dia. (See Numbering System at end of listings)	6	3	12–3/32	6–1/8 6–3/16	L261	4261		561
1935–39	Hudson and Terraplane: 3" Cyl. Dia., to Car and Motor No. 24502. (See Numbering System at end of listings)	6	3	12–3/32	12–3/16	L213	4213		513
1935–39	Hudson: 3" Cyl. Dia. to Car and Motor No. 24502. (See Numbering System at end of listings)	8	3	16–3/32	16–3/16	L214	4214		514
1939–47	Hudson: 3" Cyl. Dia. after Car and Motor No. 24502. (See Numbering System at end of listings) For Steel Service Piston	6	3	12–3/32	6–3/16 6–5/32	L267	4267		567
1939–48	Hudson: 3" Cyl. Dia. after Car and Motor No. 24502. (See Numbering System at end of listings) For Steel Service Piston	8	3	16–3/32	8–3/16 8–5/32	L268	4268		568
1948	Super Six, Commodore Six	6	3 9/16	12–5/64	6–3/16 6–5/32	L2608	42608		12608

PISTON SKIRT EXPANDERS

YEAR	MODEL	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1933–47	All Hudson 6 and 8 cyl. and Terraplane 6 cyl. Models	T-Slot	3	PX-36

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for HUDSON & TERRAPLANE

CYLINDER, PISTON, AND RING SIZE INFORMATION

The original size of each Cylinder is indicated by Code Letters stamped on the Cylinder Block along the lower face of Valve Chamber. The Code Letters and their indications are as follows:

A	3.000	AO	3.010
B	3.0005	BO	3.0105
C	3.001	CO	3.011
D	3.0025	DO	3.0115
E	3.002	EO	3.012
F	3.0025	FO	3.0125

The diameter of an original Piston is indicated by a Code Letter stamped on the Piston head as follows:

B	2.9985	JO	3.0125
D	2.9995	LO	3.0135
F	3.0005	PO	3.0155
J	3.0025	BB	3.0185
L	3.0035	DD	3.0195
P	3.0055	FF	3.0205
BO	3.0085	BOOO	3.0285
DO	3.0095	EOOO	3.030
FO	3.0105		

Standard size Piston Rings are used as original equipment with Cylinders marked A, B, C, D, E, or F, and with Pistons marked B, D, or F; .003″ oversize with Pistons marked J; .005″ oversize with Pistons marked L, or P; .010″ oversize with Cylinders marked AO, BO, CO, DO, EO, or FO, and with Pistons marked BO, DO, or FO; .015″ oversize with Pistons marked LO, or PO; .020″ oversize with Pistons marked BB, DD, or FF; .030 oversize with Pistons marked BOOO, or EOOO.

☛NOTE: In the Hudson 1939-48 car numbering system, the Car Number is the same as the Engine Number. The first two figures of the number denote the model. The succeeding figures comprise the actual serial number. For example: Serial No. 9027507 indicates the Model "90" with Serial No. 27507.

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1932–33	Hudson: 1933 E, 6 cyl.; Terraplane: 1932-33 Six, K, KU, 6 cyl.; KT, 8 cyl.	6–8	2 15/16	2–3/32	1–1/8 or 1–3/16	For Alum Piston	W-9222	LR-6	WB-421
				Notched					
1932–34	Hudson and Terraplane (3″ cyl. dia.), 6 & 8 cyl. (See numbering system at end of listing)	6–8	3	2–3/32	1–1/8 or 1–3/16	See Note	W-9222	LR-6	WB-421
				Notched					
	☛NOTE: To replace Pistons use P-283AX in complete sets.								
1935–39	Hudson and Terraplane (3″ cyl. dia.), 6 & 8 Cyl. to Car and Motor No. 24502. (See numbering system at end of listing)	6–8	3	2–3/32	2–3/16	See Note	W-9222	LR-6	WB-421
				Notched					
	☛NOTE: To replace Pistons use P-283AX in complete sets.								
1939–47	Hudson and Terraplane (3″ cyl. dia.), 6 & 8 cyl. after Car and Motor No. 24502. (See numbering system at end of listing)	6–8	3	2–3/32	1–3/16 or 1–5/32	P-283AX	W-9222	LR-6	WB-421
				Notched					
1948	483 Super Eight, 484 Commodore Eight	8	3	2–3/32	1–3/16 or 1–5/32	P-283AX	W-9222	LR-6	WB-421
				Notched					
	☛P-283AX is an Anchored Ring Type T-Slot Cam Ground Original Type Piston requiring Notched Rings								
1948	481 Super Six, 482 Commodore Six	6	3 9/16	2–5/64	1–3/16 or 1–5/32	P-396AX	W-9416	.....	WB-1962

for HUDSON & TERRAPLANE

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1930–33	Hudson: Great 8 to Engine 32551; Greater 8 after Engine 41152; T, L.	8	V-335H	.....	G-65	G-65	VS-131	VS-131	VK-40
1931	Hudson: Greater 8 Engine 32551 to 41151	8	V-335H	.....	G-65	G-65	.....	.....	.....
	☛V-335H is available with 1/8" oversize head with standard stem, or with 1/64" oversize stem with standard head.								
1932–33	Hudson: 1933, E Terraplane: 1932-33, Six, K, KU	6	.....	.....	G-65	G-65	VS-131	VS-131	VK-40
1933–35	Hudson: 1934-35, LT, LL, LS, LU, HT Special 8, HU DeLuxe 8, HHU Custom 8 Terraplane: 1933, KT	8	V-335H	.....	G-65	G-65	VS-270	VS-270	VK-40
	☛V-335H is available with 1/8" oversize head with standard stem, or with 1/64" oversize stem with standard head.								
1934–35	Hudson: 1935, GH Six Terraplane: 1934-35, K, KU, KS, G Special, GU DeLuxe	6	V-938	V-939N	G-65	G-65	VS-270	VS-270	VK-40
1936–37	Hudson: 63 DeLuxe 6; 73 Six Terraplane: 61, 71 DeLuxe; 62 Custom; 72 Super; 70, 78 Business Cars and Trucks	6	V 1033	V-1034N	G-310	G-311	VS-270	VS-270	VK-128
1936–37	Hudson: 64, 66, 74, 76, DeLuxe 8; 65, 67, 75, 77, Custom 8	8	V-1035	V-1036N	G-310	G-311	VS-270	VS-270	VK-128
1938–47	All 6 cyl. Hudson and Terraplane	6	V-1176	V-1177N	G-344R	G-345	VS-270	VS-270	VK-40
1938–48	All 8 cyl. Hudson	8	V-1178	V-1179N	G-344R	G-345	VS-270	VS-270	VK-40
1948	481 Super Six, 482 Commodore Six	6	V-1380	V-1381N	G-419	G-418	VS-372	VS-372	.....

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1934	Hudson: LT, LL, LS, LU, 8 cyl. Terraplane: K, KS, KU, 6 cyl.	6–8			
	For Production Type Pump with Packing Nut	...	.....	.....	.....
	For Replacement Seal Type Pump	...	.....	.....	PS-175 Pump Shaft PB-227 Fr. & Rr. Bushing M-122R Complete Seal
1935	Hudson: GH Six; HT Special 8, HU, Custom 8, HHU Custom 8, 8 cyl.; Terraplane: G Special; GU DeLuxe, 6 cyl.	6–8			
	For Production Type Pump with Packing Unit	...	.....	.....	PL-153 Impeller M-78 Thrust Washer
	For Replacement Seal Type Pump	...	.....	.....	PS-175 Shaft PB-227 Fr. & Rr. Bushing M-122R Complete Seal
	☛NOTE: The 1934-35 cars were originally equipped with Production Type Pump with Packing Nut. A Replacement Seal Type Pump is offered by the car factory for use in place of the Packing Nut Type Pump. Be certain of the Type Pump in use before ordering parts.				
1936–47	(1936–47) 43, 6 cyl.; (1940-47) 24, 44, 45, 53, 8 cyl.	6–8	PC-53	PA-151R	MA-26R
1940–47	43, 47, 15, 17, 25, 23, 54, 6 & 8 cyl.	6–8	PC-54	PA-151R	MA-26R

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for HUDSON & TERRAPLANE

CYLINDER, PISTON, AND RING SIZE INFORMATION

The original size of each Cylinder is indicated by Code Letters stamped on the Cylinder Block along the lower face of Valve Chamber. The Code Letters and their indications are as follows:

A	3.000	AO	3.010
B	3.0005	BO	3.0105
C	3.001	CO	3.011
D	3.0025	DO	3.0115
E	3.002	EO	3.012
F	3.0025	FO	3.0125

The diameter of an original Piston is indicated by a Code Letter stamped on the Piston head as follows:

B	2.9985	JO	3.0125
D	2.9995	LO	3.0135
F	3.0005	PO	3.0155
J	3.0025	BB	3.0185
L	3.0035	DD	3.0195
P	3.0055	FF	3.0205
BO	3.0085	BOOO	3.0285
DO	3.0095	EOOO	3.030
FO	3.0105		

Standard size Piston Rings are used as original equipment with Cylinders marked A, B, C, D, E, or F, and with Pistons marked B, D, or F; .003″ oversize with Pistons marked J; .005″ oversize with Pistons marked L, or P; .010″ oversize with Cylinders marked AO, BO, CO, DO, EO, or FO, and with Pistons marked BO, DO, or FO; .015″ oversize with Pistons marked LO, or PO; .020″ oversize with Pistons marked BB, DD, or FF; .030 oversize with Pistons marked BOOO, or EOOO.

NOTE: In the Hudson 1939-48 car numbering system, the Car Number is the same as the Engine Number. The first two figures of the number denote the model. The succeeding figures comprise the actual serial number. For example: Serial No. 9027507 indicates the Model "90" with Serial No. 27507.

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1932–33	Hudson: 1933 E, 6 cyl.; Terraplane: 1932-33 Six, K, KU, 6 cyl.; KT, 8 cyl.	6–8	$2^{15}/_{16}$	$2-3/32$ Notched	$1-1/8$ or $1-3/16$	For Alum Piston	W-9222	LR-6	WB-421
1932–34	Hudson and Terraplane (3″ cyl. dia.), 6 & 8 cyl. (See numbering system at end of listing)	6–8	3	$2-3/32$ Notched	$1-1/8$ or $1-3/16$	See Note	W-9222	LR-6	WB-421
	NOTE: To replace Pistons use P-283AX in complete sets.								
1935–39	Hudson and Terraplane (3″ cyl. dia.), 6 & 8 Cyl. to Car and Motor No. 24502. (See numbering system at end of listing)	6–8	3	$2-3/32$ Notched	$2-3/16$	See Note	W-9222	LR-6	WB-421
	NOTE: To replace Pistons use P-283AX in complete sets.								
1939–47	Hudson and Terraplane (3″ cyl. dia.), 6 & 8 cyl. after Car and Motor No. 24502. (See numbering system at end of listing)	6–8	3	$2-3/32$ Notched	$1-3/16$ or $1-5/32$	P-283AX	W-9222	LR-6	WB-421
1948	483 Super Eight, 484 Commodore Eight	8	3	$2-3/32$ Notched	$1-3/16$ or $1-5/32$	P-283AX	W-9222	LR-6	WB-421
	P-283AX is an Anchored Ring Type T-Slot Cam Ground Original Type Piston requiring Notched Rings								
1948	481 Super Six, 482 Commodore Six	6	$3^{9}/_{16}$	$2-5/64$	$1-3/16$ or $1-5/32$	P-396AX	W-9416	LR-92	WB-1962

for HUDSON & TERRAPLANE

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1930–33	Hudson: Great 8 to Engine 32551; Greater 8 after Engine 41152; T, L.	8	V-335H	.....	G-65	G-65	VS-131	VS-131	VK-40
1931	Hudson: Greater 8 Engine 32551 to 41151	8	V-335H	.....	G-65	G-65	.....	.....	.....
	☛V-335H is available with 1/8" oversize head with standard stem, or with 1/64" oversize stem with standard head.								
1932–33	Hudson: 1933, E Terraplane: 1932-33, Six, K, KU	6	.....	.....	G-65	G-65	VS-131	VS-131	VK-40
1933–35	Hudson: 1934-35, LT, LL, LS, LU, HT Special 8, HU DeLuxe 8, HHU Custom 8 Terraplane: 1933, KT	8	V-335H	.....	G-65	G-65	VS-270	VS-270	VK-40
	☛V-335H is available with 1/8" oversize head with standard stem, or with 1/64" oversize stem with standard head.								
1934–35	Hudson: 1935, GH Six Terraplane: 1934-35, K, KU, KS, G Special, GU DeLuxe	6	V-938	V-939N	G-65	G-65	VS-270	VS-270	VK-40
1936–37	Hudson: 63 DeLuxe 6; 73 Six Terraplane: 61, 71 DeLuxe; 62 Custom; 72 Super; 70, 78 Business Cars and Trucks	6	V-1033	V-1034N	G-310	G-311	VS-270	VS-270	VK-128
1936–37	Hudson: 64, 66, 74, 76, DeLuxe 8; 65, 67, 75, 77, Custom 8	8	V-1035	V-1036N	G-310	G-311	VS-270	VS-270	VK-128
1938–47	All 6 cyl. Hudson and Terraplane	6	V-1176	V-1177N	G-344R	G-345	VS-270	VS-270	VK-40
1938–48	All 8 cyl. Hudson	8	V-1178	V-1179N	G-344R	G-345	VS-270	VS-270	VK-40
1948	481 Super Six, 482 Commodore Six	6	V-1380	V-1381N	G-419	G-418	VS-372	VS-372	VK-138

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1934	Hudson: LT, LL, LS, LU, 8 cyl. Terraplane: K, KS, KU, 6 cyl.	6–8			
	For Production Type Pump with Packing Nut	...	.....	.....	.....
	For Replacement Seal Type Pump	...	.....	.....	PS-175 Pump Shaft PB-227 Fr. & Rr. Bushing M-122R Complete Seal
1935	Hudson: GH Six; HT Special 8, HU, Custom 8, HHU Custom 8, 8 cyl.; Terraplane: G Special; GU DeLuxe, 6 cyl.	6–8			
	For Production Type Pump with Packing Unit	...	.....	.....	PL-153 Impeller M-78 Thrust Washer
	For Replacement Seal Type Pump	...	.....	.....	PS-175 Shaft PB-227 Fr. & Rr. Bushing M-122R Complete Seal
	☛NOTE: The 1934-35 cars were originally equipped with Production Type Pump with Packing Nut. A Replacement Seal Type Pump is offered by the car factory for use in place of the Packing Nut Type Pump. Be certain of the Type Pump in use before ordering parts.				
1936–47	All 6 & 8 cyl. models	6–8	PC-66	PA-151R	MA-26R

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MOTOR BEARINGS AND SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1932–48	All 8 cyl. Hudson and Terraplane, 3" cyl. dia.	8	....	....	2454	.060	2455	.060	2456	.060	2457 2458	.060 .060	2 4
	Bearing Shims for 1934-40	....	B-1838 1/64 B-2211 1/32 B-1922 1/8		B-2514.020		B-2515.020		B-2523.020		B-2522.020		2–4
1932–47	All 6 cyl. Hudson and Terraplane....	6	....	....	2447	.002 .060	2448	.002 .060	2449	.002 .060	....	....	.....
	Bearing Shims for 1934-40	....	B-1838 1/64 B-2211 1/32 B-1922 1/8		B-2514.020		B-2515.020		B-2516.020		....	....	.....
	Camshaft Bearings for 1941-47 models only	....	....	....	MB-56 MB-59		MB-57 MB-60		MB-58 MB-61				
	☛ MB-56, MB-57 and MB-58 are Ream-Type Camshaft Bearings. MB-59, MB-60 and MB-61 are Precision Type Camshaft Bearings and require no reaming; supplied in finished or standard size only.												
1948	481 Super Six, 482 Commodore Six...	6	3513	See Note	3514	See Note	3515	See Note	3517	See Note	3516	See Note	3
	☛ 3513 is available .002, .010, .020 and .060 undersize. 3514, 3515, 3516 and 3517 are available .002, .020 and .060 undersize.												

CRANKSHAFT UNDERSIZE INFORMATION

Engines originally built with Undersize Crank Pins and Crankshaft Bearing Journals have Code Letters stamped on the bottom face of the Cylinder Block at the left front corner beyond the surface covered by the Oil Pan Gasket as follows:

PU indicates Crankshaft has .010" Undersize Crank Pins.
MU indicates Crankshaft has .010" Undersize Crankshaft Bearing Journals.
PMU indicates Crankshaft has .010" Undersize Crank Pins and .010" Undersize Crankshaft Bearing Journals.

The above markings can be seen without removing the Oil Pan.

★Dimension following Shim stock number indicates thickness of Shim.

INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number
13045	G-102	43456	3x3/16 O	155361	V-1178	162183	MB-58
28207	LR-7	44069	VS-131	155362	G-344	162538	2447
14112	M-88	44612	V-939N	157862	VS-270	162539	2448
29020	G-53	44613	V-938	157970-1	2454	162540	2449
29021	G-8	44647	V-335H	157972-3	2457	162541	2456
29902	G-118	44673–4	2448	157974-5	2355	162627	MB-59
33094	V-695N	50050	P-651	157976-7	2458	162628	MB-60
		60063	LR-6	157978		162629	MB-61
33332	WB-421	60104	VK-40	162537	2456	163938-9	2447
35022	2 7/8x3/32 C	61360	G-65	157980	2447	163940-1	2448
35024	2 7/8x1/8 O	150087	V-1034N	157981	2448	163942-3	2449
35026	2 7/8x3/16 O	150088	V-1033	157982	2449	164533	G-344R
35063	VK-60	150089	V-1036N	157983	2454	164742	W-9222
37017–8	2449	150090	V-1035	157984	2457	300032	V-1381N
37029	W-9222 Std.	150091	G-311	157985	2455	300033	V-1380
		150092	G-310	157986	2458	300041	VS-372
37234–5	2447	150219	M-304	157987	2456	300059	WB-1962
37239–40	2448	150222	M-305	158324	Use 159153	300061	W-9416
37334–5	2454	150226	PS-175	158421	P-283A	300074	3513
37339–40	2457	150228	PB-227	158423	3x5/32 O	300088	G-418
37344–5	2455	150231	M-125	158917	3x3/32 C	300089	G-419
37349–50	2458	150233	M-127	158938	PL-160R	300260	3514
37354–5	2456	150626	VK-128	159152	PA-151R	300261	3515
		151528	PS-175	159153	PA-151R	300262	3516
43443	2 15/16x3/32 C	155357	V-1177N	161788	3x5/32 O	300263	3517
43445	2 15/16x1/8 O	155358	V-1179N	161965	VS-270	300801	P-396A .0015 U/S
43447	2 15/16x3/16 O	155359	G-345	162181	MB-56	300802	P-396A .0005 U/S
43454	3x1/8 O	155360	V-1176	162182	MB-57	300803	P-396A .0005 O/S

for HUG TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1931–37	23, 23A, 23S, 23T, 42, 61, 67, 1½-5 Ton (Buda H298)	6	3¾	18–⅛	6–3/16	L1388	5388		2388
1931–38	41S, 42, 43, 43-4, 43A, 43T, 62RW, 87, 87K, 87K4, 87Q, 92M, 3-8 Ton (Buda K428)	6	4⅜	18–3/16	6–3/16	L1357	5357		2357
1932–37	43L, 87Q, 87Q4, 97L, 97LD, 97S, 5-7½ Ton (Buda L525)	6	4½	18–3/16	6–3/16	L1414	5414		2414
1933–38	AB, 42, 42A, 42K, 42T, 70K, 82, 2½-3 Ton (Buda K369):	6	4 1/16						
	For Pistons with 3/16" Oil Rings			18–5/32	6–3/16	L1405	5405		2405
	For Pistons with ¼" Oil Rings			18–⅛	6–¼	L1406	5406		2406
1934–42	19, 19A, 19D, 19T, 19W, 83W, CB6P 2½-5 Ton (Wauk. 6BK):	6	3¾						
	For Iron Pistons			18–⅛	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–⅛	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1934–38	12D, 15, 15A, 15D, 15T, 1½-2½ Ton (Wauk. 6BL):	6	3½	18–⅛	6–3/16	L442	4442		742
1937–46	46-4, 7½-10 Ton; 98, 98CD, 98MB, 99, 99S, 100 (Wauk. 6RB, 6RBR)	6	5	18–5/32	6–3/16		4445		745
1937–41	44S-4, 45-4, 4-7½ Ton (Wauk. 6SRK):	6	4⅝						
	For 3-Ring Pistons			12–¼	6–¼		4470		770
	For 4-Ring Pistons			18–5/32	6–3/16		4471		771
1937–40	44-4, 4-5 Ton (Wauk. 6SRL & 6SRLR)	6	4⅜	18–⅛	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1938–40	42W, D42, D70K, 3-6 Ton (Buda Diesel 6LD415)	6	4	18–⅛	12–3/16	L949	4949		1949
1938–46	43W, D43L, D46-4, D98, D98CD, D98MB, D99, D99MA (6WH.) D99S (Cummins Diesel HB6, HB600):	6	4⅞						
	For 4-Ring Pistons			18–⅛	6–3/16		4947		1947
	For 5-Ring Pistons			18–⅛	12–3/16		4948		1948
1938–46	3B, 23W, 85W, 3-4 Ton (Wauk. 6BZ)	6	4	18–⅛	6–3/16	L848	4848		1848
1938–41	43W, 46-4, 98, 98CD, 98MB (6 WH.), 99, 99S (Wauk. 6GAL)	6	5	24–⅛	6–3/16		4956		1956
				Chrome Rebore-Rebuild Set C4956					
1938–41	D43, D44-4, D45-4, D87Q, 4-8 Ton (Buda) (Diesel) (6LD468)	6	4¼	18–⅛	12–3/16	L1026	5026		2026
1938–45	99MA (6 WH.) (Wauk. 6GAK)	6	5½	18–⅛	6–3/16		4454		754
1939–43	42W, 87W, 3-6 Ton (Wauk. 6MZ & 6MZR):	6	4¼						
	For 3-Ring Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Pistons			18–⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1939–46	92U, D92U, 5-7 Ton (Cummins Diesel HB4, 83 H.P., 100 H.P.)	4	4⅞	12–⅛	4–3/16		5170		2170
1939–40	15W, 1¾-2½ Ton (Wauk. 6BM):	6	3⅝						
	For Pistons with one ⅛" Comp. Ring Grooves			18–⅛	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
	For Pistons with one ⅛" and one ¼" Comp. Ring Grooves			6–⅛ 12–¼	6–3/16	L1321	5321		2321
1940–41	D92U (Herc. DRXB)	6	4⅜	24–⅛	12–¼	L1298	5298		2298
1940–46	99, 92H, 92U (Wauk. 6SRKR):	6	4⅝						
	For 3-Ring Iron Pistons			12–¼	6–¼		4470		770
	For 4-Ring Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771

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for HUG TRUCK

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1931–37	23, 23A, 23S, 23T, 42, 61, 67, 1½-5T	6	3¾	Buda H298
1931–38	41S, 42, 43, 43-4, 62RW, 87, 87K, 3-8T; 87K4, 4-5T; 43A, 43T, 4-8T; 87Q, 92M, 5-7T	6	4⅜	Buda K428
1932–37	87Q, 87Q4, 43L, 97L, 97LD, 97S, 5-7½T	6	4½	Buda L525
1933–38	82, 2½T; AB, 3T; 42, 42A, 42K, 42T, 70K, 3T	6	4 1/16	Buda K369
1934–42	19, 19A, 19D, 19T, 19W, 83W, 2½-5T	6	3¾	Waukesha 6BK
1934–38	12D, 15, 15A, 15D, 15T, 1½-2½T	6	3½	Waukesha 6BL
1936–40	30, 36, 36S, 95, 954FR, 7½-18 Ton	4	5¾	Caterpillar (Diesel) D8800
1936–37	100, 25 Ton	6	5¾	Caterpillar (Diesel) D13000
1937–38	98, 99, 99S, 10 Ton	4	3	Buda GF638
1937	20, 6 Ton	3	5¾	Caterpillar (Diesel) D6600
1937–39	46-4, 7½-10T	6	5	Waukesha 6RB
1937–41	44S-4, 45-4, 4-7½T	6	4⅝	Waukesha 6SRK
1937–40	44-4, 4-5T	6	4⅜	Waukesha 6SRL
1938–40	42W, D42, D70K, 3-6T	6	4	Buda (Diesel) 6LD415
1938–43	43W, D43L, D46-4, D98, D99, D99S, 6-14T; D98CD, D98MB, D99MA, (6 wh.)	6	4⅞	Cum. Diesel HB6
1938–46	3B, 23W, 85W, 3-4 Ton	6	4	Waukesha 6BZ
1938–42	43W, 98, 46-4, 99, 99S, 7-14T; 98CD, 98MB, (6 wh.)	6	5	Wauk. 6 GAL
1939	87W, 3-5 Ton	6	4¼	Waukesha 6MZ
1938–41	D43, D87Q, 4-8 Ton; D-44-4, D45-4	6	4¼	Buda (Diesel) 6LD468
1938–45	99MA (6 wh.)	6	5½	Waukesha 6GAK
1939–41	92U, 5-7 Ton	4	4⅞	Cummins Diesel HB4, 100 H.P.
1939–40	15W, 1¾-2½ Ton	6	3⅝	Waukesha 6BM
1940–43	42W, 87W, 3-6 Ton	6	4¼	Waukesha 6MZR
1940–46	92H, 92U, 99	6	4⅝	Wauk. 6SRKR
1941–43	D92U	4	4⅞	Cummins Diesel HB4, 83 H.P.
1941–46	D98, 99, 99S	6	4⅞	Cummins Diesel HB600
1941–46	98, 99, 99S	6	5	Waukesha 6RBR

for HUPMOBILE

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1934–41	417W, 421J, 517W, 518D, 521J, 618D, 618G, E822, ES822, E922, Skylark 6R, R115	6	3½	12–⅛	12–5/32	L356	4356		656
1934–39	427T, 527T, 521-O, 621-O, 621N, 825H, 925H	8	3 3/16	16–⅛	16–5/32	L357	4357		657

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1934–38	417W, 421J, 517W, 518D, 521J, 618D, 618G, E822, ES822	6	2529 2529A	See Note	....	....	....	....	....	....	....	....	.....
	☛ 2529, used in Rods 2-4-6 and 2529A used in Rods 1-3-5 are available Std. and .060 undersize.												
1934–38	426I, 427T, 521-O, 527T, 621-O, 621N, 825H	8	2712 2713	See Note	....	....	....	....	....	....	....	....	.....
	☛ 2712, used in Rods, 1-3-5-7 and 2713 used in Rods 2-4-6-8 are available .002, and .010 undersize.												

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for INDIAN MOTORCYCLE
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–41	74, 340B, 3X1 (Own 340)	2	3 1/4	6–3/32	2–5/32	L343	4343		643
1941	640, 640B, 2X1 (Own 640)	2	2 7/8	6–1/16	2–5/32	L342	4342		642

for INDIANA TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1931–39	17, 17W, 17DR, 18X4, 18X4A, 19DR, 22DR, 17SBT-251, 17SW-251, 16X6, 106SW-151, 2 1/2-8 Ton; 16, Bus (Herc. YXC):	6	4 3/8						
	For Iron Pistons			18–3/16	6–3/16	L1357	5357		2357
	For Aluminum Pistons			18–1/8	6–3/16	L933	4933		1933
	Chrome Rebore-Rebuild Set C4933								
1931–39	16X6, 20X4, 43DR, 3-8 Ton (Herc. RXB):	6	4 1/2						
	For 5-Ring Pistons			24–1/8	6–3/16	L920	4920		1920
	For 4-Ring Pistons			18–1/8	6–3/16	L497	4497		797
1931–40	B80, 85, 85DR, 86, 86S, 86T, 87, 95, 1 1/2-2 Ton (Herc. JXB)	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
	Chrome Rebore-Rebuild Set C4847								
1931–39	12X4, 12SB, 14B, 14X4, 85, 88, 95, 95DR, 95SBT-151, 95SW-75, 105, 627W, Bus, Scout Car T7, (Herc. JXC):	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1932–36	47DR, 5-10 Ton (Cummins Diesel 6H):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1932–38	18X6, 45DR, 3 1/2 Ton (Herc. RXC):	6	4 5/8						
	For 5-Ring Pistons			24–1/8	6–3/16		4921		1921
	For 4-Ring Pistons			18–3/16	6–3/16		5330		2330
1933–34	70, 85, 1 1/2 Ton (Herc. JXA)	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
1933–34	18X4A, 3 1/2 Ton (Herc. YXC3):	6	4 5/8						
	For Iron Pistons			18–3/16	6–3/16		5330		2330
	For Aluminum Pistons			18–1/8	6–3/16		5362		2362
1933–35	20X6, 22X4, 4 1/2-8 Ton (Herc. HXC)	6	5 1/4	18–5/32	6–1/4		4919		1919
1933–35	22X6, 5-10 Ton (Herc. HXD)	6	5 1/2	18–5/32	6–1/4		5304		2304
1933–35	14X4, 2-2 1/2 Ton (Herc. WXB):	6	3 3/4						
	For Iron Pistons			18–3/16	6–3/16	L1121	5121		2121
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
	Chrome Rebore-Rebuild Set C4816								
1933–35	16X4, 2 1/2-3 Ton (Herc. WXC2):	6	4 1/8						
	For Iron Pistons			18–3/16	6–3/16	L1352	2352		2352
	For Aluminum Pistons			18–1/8	6–3/16	L458	4458		758
1933–39	20X4, 20X6, 22X4, 22X6, 4 1/2-10 Ton (Herc. HXB)	6	5	18–5/32	6–1/4		5273		2273
1935–36	49DR, 5-10 Ton (Herc. DHXB) (Diesel)	6	5	24–1/8	12–1/4		5288		2288
1935–36	20DR, 3 1/2-5 1/2 Ton (Herc. DRXB) (Diesel)	6	4 3/8	24–1/8	12–1/4	L1298	5298		2298
1937	84 (Herc. OOB)	4	3 3/4	12–1/8	4–3/16	L861	4861		1861
1938	800 (Herc. QXB)	6	3 1/4	18–1/8	6–3/16	L1326	5326		2326
1938	800M, 802 (Herc. QXC-5)	6	3 3/8						
	For Iron Pistons			18–1/8	6–3/16	L801	4801		1801
	For Aluminum Pistons			18–1/8	6–3/16	L394	4394		694

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for INDIANA TRUCK

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–39	14B, 16, Bus, 106DR, 2½T; 627W, 106SW-151, 17A, 17ADR, 17ASW151, 3-5T; 16X4, 2½-3T	6	4	Hercules WXC
1931–39	17, 17W, 17DR, 18X4, 18X4A, 19DR, 22DR, 18X4, 18X4A, 17SBT-251, 17SW-251, 16X6, 106SW-151, 2½-8T; 16, Bus	6	4 3/8	Hercules YXC
1931–39	43DR, 20X4, 4-8T; 16X6, 3-4T	6	4 1/2	Hercules RXB
1931–40	85, 85DR, 86, 1-2T; 86S, 86T, 1½-2T; 87, 2T; 95, B80, Bus	6	3 5/8	Hercules JXB
1931–39	12X4, 1½-2T; 14X4, 88, 95, 95DR, 105, 2-3½T; 95SBT-151, 95SW-75, 627W, 3-5½T; 12SB, 14B, 85, Bus; Scout Car T7	6	3 3/4	Hercules JXC
1932–36	47DR, 5-10T	6	4 7/8	Cum. Diesel 6H
1932–38	45DR, 18X6, 3½-8T	6	4 5/8	Hercules RXC
1933–39	20X4, 4½T; 22X4, 20X6, 22X6, 4½-10T	6	5	Hercules HXB
1935–36	49DR, 5-10T	6	5	Hercules (Diesel) DHXB
1935–36	20DR, 3½-5½T	6	4 3/8	Hercules (Diesel) DRXB
1936	84, 1-1½T	4	3 3/4	Hercules OOE
1937	84, 1T	4	3 3/4	Hercules OOB
1938	800	6	3 1/4	Herc. QXB
1938	800M, 802	6	3 3/8	Herc. QXC-5

for INTERNATIONAL TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1920–29	54, 54C, 61, 63, 74, 74C, 101, 103, 104C, 2½-5 Ton 52, 53, 61, Bus; Power Unit 200:	4	4¼						
	For Pistons with ¼" Ring Grooves			12–¼	4–¼	L840	4840		1840
	For Pistons with 3/16" Ring Grooves			12–3/16	4–3/16	L845	4845		1845
1924–27	SC Engine: 33, 43, 33 Bus	4	3¾	3–3/16	1–3/16	L831	4831		1831
1924–32	Wauk. XA Engine: Special Delivery, Six Speed Truck, Six Speed Special, AW1, AW2, ¾-1½ Ton	4	3½	8–3/16	4–3/16	L832	4832		1832
1927	Lycoming 4SL Engine (from No. 15624 to 26996): S26, SD36, SF36, SL36, SD46, SF46, 1¼-2 Ton; 15B, SLC36 Bus	6	3¼	18–⅛	6–3/16	L293	4293		593
1928–33	Lycoming 4SL (after No. 26997), SLH, SAH Engines: S26, SD26, SF36, SL36, SD46, SF46, A3, A3½, AL3, 1½-2 Ton; 15B, SLC 36 Bus:	6	3¼						
	For Pistons with Two 3/16" Oil Rings			12–⅛	2–3/16	L981	4981		1981
	For Pistons with One 3/16" Oil Ring			18–⅛	1–3/16	L1326	5326		2326
1929–33	Hall-Scott 152 Engine: HS74, HS74C, HS104C, W3, 3½-5 Ton & TT	4	4¾	12–⅛	8–⅛ 4–3/16		5265		2265
1929–35	Hall-Scott 151 Engine: HS54, HS54C, W1, W2, 2½-3½ Ton & TT	4	4¼	16–⅛	4–⅛ 4–3/16				2264
1930–37	FBB-279 Engine: A4, A5, A6, C50, C50F, C50T, CS50, CS50T, 2-4 Ton; Power Unit PA-40	6	3 5/8	18–⅛	6–3/16	L821	4821		1821
				Chrome Rebore-Rebuild Set C4821					
1931–37	Wauk. XAH Engine: A1, A2, B2, M2, M3, C10, C20, CS20, ¾-1½ Ton	4	3 5/8	12–⅛	4–3/16	L828	4828		1828
1932–37	FDB; Wauk. 6DHS Engines: A7, A7F, 5-7½ Ton; Power Unit PA80	6	4½	18–5/32	6–3/16	L436	4436		736
1932–40	FEB; Wauk. 6DHK Engines: A8, A8F, AR626F, 5-7½ Ton; Power Unit PA100	6	5	18–5/32	6–3/16		4445		745

(Continued on next page)

for INTERNATIONAL TRUCK
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1933–48	HD, HD3-213-232-232A; GRD214-233 Engines: C1, C12, C15, C30, C30S, CS30, C300, D1, D2, D2M, D3, D12, D15, D15M, D30, DS30, D186T, DS186T, D300, DS300, K1, K1M, K2, K3, K3M, K4, K4S, K5, K5B, K5M, K5-COE, KB1, KB1M, KB2, KB3, KB3M, KS5, KS5-COE, ½-1½ Ton, D30B, DS30B, Bus:								
	For Iron Pistons	6	3 5/16	18–3/32	6–3/16	L240	4240		540
				Chrome Rebore-Rebuild Set C4240					
	For Aluminum Pistons			18–3/32	6–3/16	L2569	42569		12569
1933–37	FAB-3 Engine: B4, C35, C35T, CS35, CS35T, C40, C40F, C40T, CS40, CS40T, 1½-3 Ton; C35B, CS35B, Bus; Power Unit PA-35	6	3 7/16	18–1/8	6–3/16	L241	4241		541
1934–41	FBB-3, FBB-298, FBB298A Engines: 1934 A5, A6; 1934-37 C55, C55F, C55T, C60, C60T; 1937-39 D50, DR50, DS50, D246F, D246T, DR246T, DS246T; 1939-41, D500, DR500, DS500, 2-5 Ton; Power Unit PA50, U21	6	3¾	18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1936–40	Wauk. FK, FC132 Engines: C5, D5, D5M, ½ Ton	4	3¼	8–1/8	4–3/16	L824	4824		1824
1937–39	FAB-241 Engine: D35, DS35, D216F, D216T, DS216T, 1½-2 Ton; D35B, DS35B, Bus (For Gray Iron Pistons and Early Type 1937-39 Aluminum Pistons with three 1/8" and one 3/16" Ring Grooves)	6	3⅜	12–1/8	6–1/8 6–3/16	L825	4825		1825
				Chrome Rebore-Rebuild Set C4825					
1937–41	FAB-259, FAC-259 Engines: D40, DS40, D400, DS400, 2-3 Ton, D40B Bus; K7, KS7, 2-3 Ton to Engine No. FAC-259-3300, and to Engine No. FAC-259A-750 (FAC-259A Motor), (For Gray Iron Pistons and Early Type 1937-39, Aluminum Pistons with three 1/8" and one 3/16" Ring Grooves), used as original equipment in FAB259 Engines to No. 19202	6	3½	18–1/8	6–3/16	L826	4826		1826
				Chrome Rebore-Rebuild Set C4826					
	(For Aluminum Pistons with one 3/32", two 1/8" and one 3/16" Ring Grooves) used in FAB259 Engines after No. 19203	6	3½	6–3/32 12–1/8	6–3/16	L860	4860		1860
				Chrome Rebore-Rebuild Set C4860					
1937–40	FBB Engine: Power Unit PK40	6	3¾	24–1/8	6–3/16	L1360	5360		2360
1937–42	FBB-361-361A-401; FBC-361-401-401A-401B Engines: D60, DR60, DR70, D346F, DR346F, DR346T, DR700, K10, KR10, KS10, K11F, K11F-COE, KR11, KR11T, KR11T-COE, KS11, KS11T, KS11T-COE, 3½-6 Ton	6	4⅛	18–1/8	6–3/16	L878	4878		1878
				Chrome Rebore-Rebuild Set C4878					
1937–42	FBB450A, FBC450 Engines: DR426F, KR11, KS11, K12F, 5-8 Ton	6	4⅜	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1937–46	HD174, A, E; GRD175 Engines: Economy K1 to K5, K1M, K3M, KS4, KS5, D2, D2M, D3, D12, D15, D15M, D30, DS30, D30B, ½-1½ Ton; D30B Bus	6	3	18–1/8	6–3/16	L938	4938		1938

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for INTERNATIONAL TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1940–48	FBB-318-318A, FBC-318-318A, RED318-318A, Engines: D50, DR50, DS50, D246F, D246T, DR246T, DS246T, D500, DR500, DS500, K8, K8-COE, K8F, K8F-COE, K8T, K8T-COE, KR8, KR8-COE, KR8T, KR8T-COE, KS8, KS8-COE, KS8T, KS8T-COE, M-5-6, 2-5 Ton	6	3 7/8	6–3/32 12–1/8	6–3/16	L927	4927		1927
				Chrome Rebore-Rebuild Set C4927					
1940–48	BLD-250 Engine: K6, K6B, K6F, K6T, KS6, KS6B, KS6T, 1½-2 Ton; KB6, KBS6, KB6F	6	3 7/16	6–3/32 12–1/8	6–3/16	L952	4952		1952
1940–48	FAC-269, BLD-269 Engines: K7, KB7, KBS7, KS7, K7-COE, KS7-COE, 2-3 Ton	6	3 9/16	6–3/32 12–1/8	6–3/16	L926	4926		1926
				Chrome Rebore-Rebuild Set C4926					
1941–47	FAC-241 Engine (after No. 2401): K6, K6B, K6F, K6T, KS6, KS6B, 1½-2 Ton:								
	For Iron Pistons	6	3 3/8	12–1/8	6–1/8 6–3/16	L825	4825		1825
				Chrome Rebore-Rebuild Set C4825					
	For Aluminum Pistons	6	3 3/8	6–3/32 12–1/8	6–3/16	L916	4916		1916
1942–47	FAC-259 Engine (after No. 3300): K7 to Chassis No. 9100; KS7 to Chassis No. 3036, 2-3 Ton	6	3½	6–3/32 12–1/8	6–3/16	L860	4860		1860
				Chrome Rebore-Rebuild Set C4860					
1942–47	RED361-361A, RED401-401A-401B, Engines: KB8, KBS8, K10, KB10, KBR10, KBS10, KR10, KS10, K11F, K11F-COE, KR11, KR11-COE, KR11T, KR11T-COE, KS11, KS11-COE, KS11T, KS11T-COE, 3½-6 Ton	6	4 1/8	18–1/8	6–3/16	L878	4878		1878
				Chrome Rebore-Rebuild Set C4878					
				6–3/32 12–1/8	6–3/16	L2611	42611		12611
1943–47	RED450-450A Engines: K8, K11F, KB11F, KBR11, KBS11, KR8, KR11, KR11-COE, KR11T; KS8, KS11, KS11-COE, KS11T, 4-8 Ton	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
				6–3/32 12–1/8	6–3/16	L2596	42596		12596
1946–48	Cont. S-6749 Engine: W-4064-H, W-3042-H, W-3042-L,W-6565-OH, W-4564-OH	6	5 3/8	18–3/32	6–1/4 6–3/16		42622		12622
1947–48	Cont. R6586 Engine: KBR12, KBS12, KBR14	6	4 13/16	18–3/32	6–1/4 6–3/16		42576		12576
1947–48	GRD214, GRD233 Engines: KB1, KB1M, KB2, KB3, KB3M, KB5, KBS5 (For Aluminum Piston)	6	3 5/16	18–3/32	6–3/16	L2569	42569		12569

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1934–46	HD, HD213, GRD214 Engines: C1, C12, C15, C30, CS30, C300, D2, D2M, D3, D15, D15M, K1, K2, K3, K4, K4S, ½-1½ Ton; HD232,HD232A, GRD233 Engines: D12, D30, DS30, D186T, DS186T, D300, DS300, K5, KS5, 1½ Ton; D30B, DS30B, Bus; 6 cyl.	Cast Iron	3 5/16	PX-39

for INTERNATIONAL TRUCK

See McCormick-Deering for International Tractor Listing

PISTON, PIN & SLEEVE ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1920–29	54, 54C, 61, 63, 74, 74C, 101, 103, 104C, 2½-5 Ton; 52, 53, 61 Bus; Power Unit 200	4	4¼	3–¼	1–¼	→ Rings for Original Type Pistons.			
	Standard Compression					SA-18 With PR-2 Packing Ring.			
				3–3/16	1–3/16	P-1042X	W-7057	SS-157	WB-1160
	5000 Ft. Altitude					SA-51 With PR-2 Packing Ring.			
				3–3/16	1–3/16	P-1176X	W-7057	SS-157	WB-1160
	Super Power or 8000 Ft. Altitude					SA-60 With PR-2 Packing Ring			
				3–3/16	1–3/16	P-1193X	W-7057	SS-157	WB-1160
1924–27	SC Engine: 33, 43, 33 Bus, 4 cyl.; 54L Bus, 6 cyl.	4–6	3¾						
	Standard Compression					SA-1 With PR-4 Packing Ring.			
				3–3/16	1–3/16	P-758X	W-7058	SS-157	WB-1588
	5000 Ft. Altitude					SA-46 With PR-4 Packing Ring.			
				3–3/16	1–3/16	P-1172X	W-7058	SS-157	WB-1588
	Super Power or 8000 Ft. Altitude					SA-59 With PR-4 Packing Ring.			
				3–3/16	1–3/16	P-1192X	W-7058	SS-157	.....
1926–32	Waukesha XA Engine; Special Delivery, Six Speed Truck, Six Speed Special, AW1, AW2, ¾-1½ Ton	4	3½	2–3/16	1–3/16	P-873X	W-8073	Osc.	.....
1930–37	FBB-279, 3⅝" Engine: 1930-33, A4, A5, A6; 1934-37 C50, C50F, C50T, CS50, CS50T, 2-4 Ton; Power Unit PA40 Gasoline	6	3⅝						
	Standard Compression					SA-32 With PR-3 Packing Ring.			
				3–⅛	1–3/16	P-989X	W-9146	LR-21	See Note
	5000 Ft. Altitude					SA-47 With PR-3 Packing Ring.			
				3–⅛	1–3/16	P-1173X	W-9146	LR-21	See Note
	NOTE: Use Rod Bushing WB-1826 for Engines after No. 9900.								
1931–37	Waukesha XAH Engine: A1, A2, B2, M2, M3, C10, C20, CS20, ¾-1½ Ton	4	3⅝	3–⅛	1–3/16	P-989X	W-9146	LR-21	WB-1826
	CAUTION: Do not use High Compression Piston P-1173X in above 4 cyl. Engines.								
1932–40	I. H. C. FEB, Waukesha 6DHK Engines: A8, A8F, AR626F, 5-7½ Ton; Power Uni PA100. (Gray Iron Piston)	6	5						
	Standard Compression			3–5/32	1–3/16	.....	W-9240	LR-43	WB-1859
	10,000 Ft. Altitude					SA-100 With PR-15 Packing Ring.			
				3–5/32	1–3/16	P-1253X	W-9240	LR-43	WB-1859
1933–34	D Engine: D1, ½ Ton	6	3 5/16	3–3/32	1–3/16	P-1089X	W-9254	LR-37	WB-1808
1933–34	FAB-2 Engine: B3, 1½ Ton	6	3 5/16						
	Standard Compression			3–⅛	1–3/16	.....	W-9263	LR-69	WB-1873
1933–37	FAB-3 Engine: B4, C35, C35T, CS35, CS35T, C40, C40F, C40T, CS40, CS40T, 1½-3 Ton, C35B, CS35B, Bus; Power Unit PA-35	6	3 7/16						
	Standard Compression					SA-33 With PR-17 Packing Ring.			
				3–⅛	1–3/16	P-1093X	W-9259	LR-69	WB-1873
	5000 Ft. Altitude					SA-49 With PR-17 Packing Ring.			
				3–⅛	1–3/16	P1175X	W-9259	LR-69	WB-1873

(Continued on next page)

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PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1933–48	GRD 214, GRD 214A, HD213 Engines: C1, C12, C15, C30, CS30, C300, D1, D2, D2M, D3, D15, D15M, K1, K1M, K2, K3, K3M, K4, KS4, K5, KS5, KB1, KB1M, KB2, KB3, KB3M.....	6	3 5/16	3–3/32	1–3/16	P-393AX	W-9254	LR-13	WB-1884
				3–3/32	1–3/16	P-1089X	W-9254	LR-37	WB-1884
1934–41	FBB-3, FBB-298 Engines: A5; A6; C55, C55F, C55T, C60, C60T; D50, DR50, DS50, D246F, D246T, DR246T, DS246T, D500, DR500, DS500, 2-5 Ton.....	6	3 3/4						
	Standard Compression (Aluminum Pistons)	....	....	.....	.....	SA-31 With PR-3 Packing Ring.			
				3–1/8	1–3/16	P-169AX	W-9283	LR-21	WB-1826
	Standard Compression (Gray Iron Piston)	....	....	3–1/8	1–3/16	.....	W-9283	LR-21	WB-1826
	5000 Ft. Altitude (Aluminum Pistons)	....	....	.....	.....	SA-50 With PR-3 Packing Ring.			
				3–1/8	1–3/16	P-204AX	W-9283	LR-21	WB-1826
1936–40	Waukesha FK, FC132 Engines: C5, D5, D5M, ½ Ton.....	4	3 1/4	2–1/8	1–3/16	P-1182X	W-9314	LR-57	WB-1917
1937–39	FAB-241 Engine: D35, D35B, DS35, D216F, D216T, DS216T, 1½-2 Ton	6	3 3/8						
	Standard Compression	....	....	.....	.....	SA-67 With PR-17 Packing Ring.			
				2–1/8	1–1/8 and 1–3/16	P-1206X	W-9335	LR-69	See Note
	5000 Ft. Altitude	....	....	.....	.....	SA-84 With PR-17 Packing Ring.			
				2–1/8	1–1/8 and 1–3/16	P-1234X	W-9335	LR-69	See Note
	10,000 Ft. Altitude	....	....	.....	.....	SA-82 With PR-17 Packing Ring.			
				2–1/8	1–1/8 and 1–3/16	P-1230X	W-9335	LR-69	See Note

☛ SA-31 and SA-50 are Original Type Sleeve Assemblies with Heavy Duty Aluminum Pistons.

☛ Use WB-1873 with Connecting Rod 96809HX.
WB-1957 is not for use with Connecting Rod 96809HX.

☛ NOTE: Gray Iron Pistons were originally used in all 1937-38 FAB241 Engines to No. 21182 and in some Nos. 21182 to 29086. Aluminum Pistons were used in some Engines from Nos. 21182 to 29086 and in all Engines after No. 29086. Aluminum Pistons with one 3/32", two 1/8" and one 5/16" Ring Grooves were first used in FAB241 Engines at No. 33791.

For Aluminum Pistons, see listing for FAC-241 Engine to No. 2401 and FAB-241.

(Continued on next page)

for INTERNATIONAL TRUCK

See McCormick-Deering for International Tractor Listing

PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1937–39	FAB-259 Engine to No. 12212: D40, DS40, 2-3 Ton	6	3½						
	Standard Compression	....	....	.....	.....	SA-66 With PR-17 Packing Ring.			
				2–⅛	1–⅛ 1–3/16	P-1205X	W-9335	LR-69	See Note
	5000 Ft. Altitude	....	....	.....	.....	SA-83 With PR-17 Packing Ring.			
				2–⅛	1–⅛ 1–3/16	P-1233X	W-9335	LR-69	See Note
	10,000 Ft. Altitude	....	....	.....	.....	SA-81 With PR-17 Packing Ring.			
				2–⅛	1–⅛ 1–3/16	P-1229X	W-9335	LR-69	See Note
	☛Use WB-1873 with Connecting Rod 96809HX. WB-1957 is not for use with Connecting Rod 96809HX.								
1937–40	FBB Engine: Power Unit PK40	6	3¾						
	Standard Compression for Gasoline and Distillate or 5000 Ft. for Kerosene	....	....	.....	.....	SA-75 With PR-3 Packing Ring.			
				4–⅛	1–3/16	P-1224X	W-9283	LR-21	WB-1826
1937–41	FAB-241 Engine, FAC-241 Engine to No. 2401: D35, D35B, D216F, D216T, DS35, DS216T, K6, K6B, K6F, K6T, KS6, KS6B, KS6T; 2-3 Ton	6	3⅜						
	Standard Compression	....	....	.....	.....	SA-77R With PR-17 Packing Ring.			
				1–3/32 2–⅛	1–3/16	P-309AX	W-9335	LR-69	See Note
	5000 Ft. Altitude	....	....	.....	.....	SA-105 With PR-17 Packing Ring.			
				1–3/32 2–⅛	1–3/16	P-338AX	W-9335	LR-69	See Note
	☛Use WB-1873 with Connecting Rod 96809HX. WB-1957 is not for use with Connecting Rod 96809HX.								
1937–41	HD-174, HD174A, HD174B Engines: D2, D2M, D3, D15, D15M, D30, DS30; 1½ Ton	6	3	3–⅛	1–3/16	P-1248X	W-9378	LR-37	WB-1884
1937–42	FBB318 Engine, FBC Engine to No. 5710, FBC318A Engine to No. 591: D50, DR50, DS50, D246F, D246T, DR246T, DS246T, D500, DR500, DS500, K8, K8F, K8-COE, K8F-COE, K8T, K8T-COE, KR8, KR8-COE, KR8T, KR8T-COE, KS8, KS8-COE, KS8T, KS8T-COE, 2-5 Ton	6	3⅞						
	Standard Compression	....	....	.....	.....	SA-109 Hardened Dry Flange Type Assembly.			
						SW-107 Hardened Dry Flange Type Sleeve.			
				1–3/32 2–⅛	1–3/16	P-330AX	W-9391	LR-73	See Note
	5000 Ft. Altitude	....	....	.....	.....	SA-110 Hardened Dry Flange Type Assembly			
						SW-107 Hardened Dry Flange Type Sleeve.			
				1–3/32 2–⅛	1–3/16	P-331AX	W-9391	LR-73	See Note
	☛Use WB-1920 with Connecting Rod 96829HX. WB-1958 is not for use with Connecting Rod 96829HX.								

(Continued on next page)

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PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1937–42	FBB-361 Engine to No. 2591, also 2605, 2606, 2607, FBC-361A Engine to No. 680: D60, DR60. Special; K8-COE, KR8-COE, KS8-COE, K10, KR-10, KS10; 3½-5 Ton.....	6	4⅛	.....	.....	SA-108 Hardened Dry Flange Type Assembly SW-108 Hardened Dry Flange Type Sleeve, available Std. and .030 O.S. O.D.			
				3–⅛	1–3/16	P-267AX	W-9336	LR-21	See Note
	☞ Use WB-1920 with Connecting Rod 96829HX. WB-1958 is not for use with Connecting Rod 96829HX.								
1937–42	FBB450A, FBC450, FBC450A Engines: DR426F. Special; K11F, KR11, KS11, KR11T, KS11T. Special; KR11-COE, KS11-COE; 5-8 Ton.....	6	4⅜						
	Standard Compression	....	....	.....	.....	SA-112 Hardened Dry Flange Type Assembly. SW-109 Hardened Dry Flange Type Sleeve, available Std. and .030 O.S. O.D.			
				3–⅛	1–3/16	P-332AX	W-9392	LR-21	See Note
	☞ Use WB-1920 with Connecting Rod 96829HX. WB-1958 is not for use with Connecting Rod 96829HX.								
1937–43	FBB401, FBC401, FBC401A, FBC401B Engines: DR7, DR346T, D346F, K11F, KR11, KS11, KR11T, KS11T, KR11-COE, KR11F-COE, KR11T-COE, KS11-COE, KS11T-COE; 4-6 Ton.....	6	4⅛						
	Standard Compression	....	....	.....	.....	SA-111 Hardened Dry Flange Type Assembly. SW-108 Hardened Dry Flange Type Sleeve, available Std. and .030 O.S. O.D.			
		....	....	3–⅛	1–3/16	P-268AX	W-9336	LR-21	See Note
	☞ Use WB-1920 with Connecting Rod 96829HX. WB-1958 is not for use with Connecting Rod 96829HX.								

"A" Following Engine Serial Number of Models D2, D12, D15, D30, D30B, DS30, D300 and DS300, indicates original .010 oversize cylinders.
"H-5" Following Engine Serial Number of any model indicates original 5000 Ft. Altitude Equipment.
"H-10" Following Engine Serial Number of any model indicates original 10,000 Ft. Altitude Equipment.

1937–46	GRD-175, GRD-175A, HD-174D, HD-174E, HD-174F, Engines: D2, D2M, D3, D15, D15M, D30, DS30, K1, K1M, K2, K3, K3M, K4, KS4, K5, KS5; 1½ Ton.....	6	3	3–⅛	1–3/16	P-1266X	W-9378	LR-37	WB-1884
1937–48	GRD-233, 233A; HD-232, 232A, 232C Engines; D30, DS30, D300, DS300, D186T, DS186T, K1, K2, K3, K4, KS4, K5, KS5, K5-COE, KS5-COE; 1½ Ton, KB5, KBS5..	6	3 5/16	3–3/32	1–3/16	P-394AX	W-9254	LR-37	WB-1884
				3–3/32	1–3/16	P-1207X	W-9254	LR-37	WB-1884

(Continued on next page)

for INTERNATIONAL TRUCK
See McCormick-Deering for International Tractor Listing
PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1939–41	FAB-259 Engine after No. 12212, FAC-259 Engine to No. 3301, FAC-259A Engine to No. 3301: D40, DS40, D400, DS400, K7, KS7, K7-COE, KS7-COE; 2-3 Ton.....	6	3 1/2						
	Standard Compression	....	....	.....	.....	SA-76R With PR-17 Packing Ring.			
				1–3/32 2–1/8	1–3/16	P-308AX	W-9335	LR-69	See Note
	5000 Ft. Altitude			.....	.....	SA-99 with PR-17 Packing Ring.			
		....	....	1–3/32 2–1/8	1–3/16	P-310AX	W-9335	LR-69	See Note
	☛Use WB-1873 with Connecting Rod 96809HX. WB-1957 is not for use with Connecting Rod 96809HX.								
1940–48	BLD-250 Engine: K6, K6B, K6F, K6T, KS6, KS6B, KS6T, 1 1/2-2 Ton; KB6, KBS6, KB6F.....	6	3 7/16	.....	.....	SA-106			
				1–3/32 2–1/8	1–3/16	P-345AX	W-9335	LR-69	WB-1957
1940–48	BLD-269, BLD-269A Engines: K7, KS7, K7-COE, KS7-COE, 2-3 Ton; KB7, KBS7.....	6	3 9/16						
	Standard Compression	....	....	.....	.....	SA-107 Dry Flange Type Sleeve Assembly. SW-106 Dry Flange Type Sleeve, available .030 O.S. O.D. only.			
				1–3/32 2–1/8	1–3/16	P-346AX	W-9335	LR-69	WB-1957
	5000 Ft. Altitude	....	....	.....	.....	SA-116 Dry Flange Type Sleeve Assembly. SW-106 Dry Flange Type Sleeve, available .030 O.S. O.D. only.			
				1–3/32 2–1/8	1–3/16	P-350AX	W-9335	LR-69	WB-1957
1942–47	FAC-259 Engine after No. 3301, FAC-259A Engine after No. 751: K7, KS7, K7-COE, KS7-COE; 2-3 Ton.....	6	3 1/2						
	Standard Compression	....	....	.....	.....	SA-99 With PR-17 Packing Ring			
				1–3/32 2–1/8	1–3/16	P-310AX	W-9335	LR-69	See Note
	☛Use WB-1873 with Connecting Rod 96809HX. WB-1957 is not for use with Connecting Rod 96809HX.								
1942–48	RED-318, RED-318A Engines: K8, K8-COE, K8F, K8F-COE, K8T, K8T-COE, KR8, KR8-COE, KR8T, KR8T-COE, KS8, KS8-COE, KS8T, KS8T-COE, 2-5 Ton.....	6	3 7/8						
	Standard Compression	....	....	.....	.....	SA-113 Hardened Dry Flange Type Assembly. SW-107 Hardened Dry Flange Type Sleeve.			
				1–3/32 2–1/8	1–3/16	P-347AX	W-9391	LR-73	.....
	5000 Ft. Altitude	....	....	.....	.....	SA-119 Hardened Dry Flange Type Assembly. SW-107 Hardened Dry Flange Type Sleeve.			
				1–3/32 2–1/8	1–3/16	P-353AX	W-9391	LR-73	WB-1958

☛NOTE: The RED318 Motor is used as Standard Equipment for the 1943-44 K8, K8F, K8T, KR8, KR8T, KS8 and KS8T Series Trucks. The RED318A Motor is used as Standard Equipment for the 1943-44 K8-COE, K8F-COE, K8T-COE, KR8-COE, KR8T-COE, KS8-COE and KS8T-COE Series Trucks. The RED361, RED361A, RED401 and RED450 Motors are used in some of these Trucks as Special Equipment. To service them, use parts shown in listings applying to these motors.

(Continued on next page)

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PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1941–48	FAC 241 Engine after No. 2401: K6, K6B, K6F, K6T, KS6, KS6B; 1½-2 Ton	6	3⅜						
	Standard Compression	....	....	.....	.....	SA-105 With PR-17 Packing Ring.			
	(Aluminum Piston)			1–3/32 2–⅛	1–3/16	P-338AX	W-9335	LR-69	See Note
	Standard Compression	....	....	.....	.....	SA-84 With PR-17 Packing Ring.			
	(Gray Iron Piston)			2–⅛	1–⅛ 1–3/16	P-1234X	W-9335	LR-69	See Note
	☛Use WB-1873 with Connecting Rod 96809HX. WB-1957 is not for use with Connecting Rod 96809HX.								
1942–47	RED-361, RED-361A Engines: K10, KR10, KS10, Special, K8-COE, KR8-COE, KS8-COE, 3½-5 Ton, KB8, KBR8, KBS8, KB8F	6	4⅛						
	Standard Compression	....	....	.....	.....	SA-114 Hardened Dry Flange Type Assembly. SW-108 Hardened Dry Flange Type Sleeve, available Std. and .030 O.S. O.D.			
				3–⅛	1–3/16	P-348AX	W-9396	LR-73	WB-1958
1942–47	RED-401, RED-401A, RED-401B Engines: K11F, K11F-COE, KR11, KR11-COE, KR11T, KR11T-COE, KS11, KS11-COE, KS11T, KS11T-COE, 4-6 Ton, KB10, KBR10, KBS10	6	4⅛						
	Standard Compression	....	....	.....	.....	SA-111 Hardened Dry Flange Type Assembly. SW-108 Hardened Dry Flange Type Sleeve, available Std. and .030 O.S. O.D.			
				3–⅛	1–3/16	P-268AX	W-9336	LR-73	.....
	5000 Ft. Altitude	....	....	.....	.....	SA-117 Hardened Dry Flange Type Assembly. SW-108 Hardened Dry Flange Type Sleeve, available Std. and .030 O.S. O.D.			
				3–⅛	1–3/16	P-351AX	W-9336	LR-73	WB-1958
1942	FBC-318 Engine after No. 5710, FBC-318A Engine after No. 591: K8, KR8, KS8, K8F, KS8F, KR8T, KS8T, K8-COE, KR8-COE, KS8-COE, K8F-COE, K8T-COE, KR8T-COE, KS8T-COE; 2-5 Ton.	6	3⅞						
	Standard Compression	....	....	.....	.....	SA-110 Hardened Dry Flange Type Assembly. SW-107 Hardened Dry Flange Type Sleeve.			
				1–3/32 2–⅛	1–3/16	P-331AX	W-9391	LR-73	See Note
	☛Use WB-1920 with Connecting Rod 96829HX. WB-1958 is not for use with Connecting Rod 96829HX.								
1942–47	RED-450, RED-450A Engines: Special K11F, KR11, KS11, KR11T, KS11T. Special, KR11-COE, KS11-COE; 4-8 Ton, KBR11, KBS11, KB11F.	6	4⅜						
	Standard Compression	....	....	.....	.....	SA-115 Hardened Dry Flange Type Assembly. SW-109 Hardened Dry Flange Type Sleeve, available Std. and .030 O.S. O.D.			
				3–⅛	1–3/16	P-349AX	W-9392	LR-73	.....
	5000 Ft. Altitude	....	....	.....	.....	SA-118 Hardened Dry Flange Type Assembly. SW-109 Hardened Dry Flange Type Sleeve, available Std. and .030 O.S. O.D.			
				3–⅛	1–3/16	P-352AX	W-9392	LR-73	.....

for INTERNATIONAL TRUCK

See McCormick-Deering for International Tractor Listing

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1917–29	G, 61, 63, 101, 103, 104C, 54, 54C, 74, 74C, 2½-5 Ton; 52, 53, 61, Bus; Power Unit 200	4							
	(Valve with Single Keeper Groove)		V-360	V-360	G-44	G-44	VS-205	VS-205	VK-76
	(Valve with Two Keeper Grooves)		V-930R	V-930R	G-44	G-44	VS-205	VS-205	VK-113
								Spring Seat→MS-3	
								Lock Wire→MS-1	
	☞V-360 is an Original Type Valve; V-930R is a Late Type Valve and may be used provided that Keeper VK-113, Spring Seat MS-3, and Lock Wire MS-1 are also installed.								
1924–27	SC Engine. 33, 43, 1½-2 Ton; 33, 54L, Bus	4							
	(Valve with Single Keeper Groove)		V-359	V-359	G-44	G-44	VS-206	VS-206	VK-76
	(Valve with Two Keeper Grooves)		V-894R	V-894R	G-44	G-44	VS-206	VS-206	VK-113
								Spring Seat→MS-3	
	☞V-359 is an Original Type Valve; V-894R is a Late Type Valve and may be used provided that Keeper VK-113 and Spring Seat MS-3 are also installed.								
1931–37	Wauk. XA, XAH Engines: Special Delivery, Six Speedtruck, 6 Speed Special, A1, A2, AW1, AW2, B2, C10, C20, CS20, M2, M3, ¾-1½ Ton. (Split Type Keeper)	4	V-675	V-675	G-172	G-172	VS-74	VS-74	VK-44
1929–32	Lyc. 4SL Engine: S26, SL36, SF36, SD46, SF46, 1¼-2 Ton after Engine 4SL-15625; A3, A3½, AL3, 1½ Ton. (Valves with Single Keeper Groove)	6	.....	.....	.....	.....	VS-159	VS-159	.....
1930–39	FBB, FBB3, FBB279, FBB298, FBB-298A, 3⅝" and 3¾" Engines: A4, A5, A6, C50, C50F, C50T, CS50, CS50T, C55, C55F, C55T, C60, C60T, D50, DR50, DS50, D500, DR500, DS500, D246F, D246T, DR246T, DS246T, 2-5 Ton; Power Units PA40, PK40, PA50, U21	6	V-1062-S Super Valve with Eatonite Face.						
			V-726	V-727N	G-340	G-340	VS-169R Inner VS-170R Outer	VS-169R Inner VS-170R Outer	VK-113
								Spring Spacer-Lower→M-611	
	☞NOTE: G-340 is a Late Type "Short" Valve Guide 3 3/32" Long.								
1932–33	Lyc. 4SL Engine: A3, A3½, AL3, 1½ Ton. (Valves with two Keeper Grooves)	6	V-1086-S Super Valve with Eatonite Face.						
			V-925	.....	.....	.....	VS-159	VS-159	VK-84
1932–40	I.H.C., FDB, FEB; Waukesha 6DHS, 6DHK Engines: A7, A7F, A8, A8F, AR626F, 5-7½ Ton; Power Units PA-80, PA-100	6	V-877	.....	G-244	G-244			
							VS-243 Outer	VS-243 Outer	VK-106
1933–35	D, HD Engine: C1, C30, CS30, D1, ½-1½ Ton	6							
	(Valves with Single Keeper Groove)		V-919	V-920N	G-380	G-264	VS-159	VS-159	VK-68
	(Valves with Two Keeper Grooves)		V-1163-S Super Valve with Eatonite Face.						
			V-1056	V-1057N	G-380	G-264	VS-159	VS-159	VK-87
								Spring Seat→MS-2	
	☞V-919 and V-920N are Original Type for 1933-35; V-1163S, V-1056 and V-1057N are original Type after 1935, but may be used in earlier engines provided that Keeper VK-87 and Spring Seat MS-2 are also installed.								

(Continued on next page)

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VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1933–37	FAB-2, FAB-3, FAB-223 Engines: B3, B4, C35, C35T, CS35, CS35T, C40, C40F, C40T, CS40, CS40T, 1½-3 Ton; C35B, CS35B, Bus; Power Unit PA-35	6	V-1086-S Super Valve with Eatonite Face. V-925	V-926N	G-267	G-267	VS-257	VS-257	VK-84
1936–40	Wauk. FK, FC132 Engines: C5, D5, D5M, ½ Ton	4	V-1139	V-1139	G-328	G-328	VS-321	VS-321	VK-134
1936–48	HD, HD3, HD174 Economy, HD174A Economy, HD174E Economy, HD-213, HD232, HD232A, HD232C, GRD175 Economy, GRD214, GRD-233, GRD233A, Engines: C1 after Engine No. 44750; C30, CS30, after Engine No. 11776; C12, C15, C30S, C300, D2, D2M, D3, D12, D15, D15M, D30, DS30, D186T, DS186T, D300, DS300, K1, K1M, KB1, K2, KB2, K3, K3M, KB3, K4, KS4, K5, K5B, K5M, K5-COE, KB5, KBS5, KS5, KS5-COE, ½-1½ Ton; D30B, DS30B, Bus	6	V-1163-S Super Valve with Eatonite Face. V-1056	V-1057N	G-380	G-264	VS-159	VS-159 Spring Seat →MS-2	VK-87
1937–41	FBB318, FBB361, FBB401, FBB450A Engines: (1937-38) D60, DR60, DR70, DR700, D346F, DR346T, DR426F. (1938-41) D50, DR50, DS50, D500, DR500, DS500, D246F, D246T, DR246T, DS246T, 2-6 Ton (1937-38) Original Type ⅜" Stem Diameter Valves	6	V-1290-S Super Valve with Eatonite Face. V-1172	B-1173N	G-364	G-340	VS-333	VS-333	VK-87
	(1938-41) Change-Over Type 7/16" Stem Diameter Valves (45° Seats) and Double Springs		V-1328-S Super Valve with Eatonite Face. V-1326	V-1327N	G-400	G-401	VS-169R Inner VS-170R Outer	VS-169R Inner VS-170R Outer	VK-146 Spring Seat Upper →M-610 Spring Spacer Lower →M-611
	(1938-41) For Service Type Cylinder Heads having 15° Intake Valve Seats—7/16" Stem Diameter Valves		V-1328-S Super Valve with Eatonite Face. V-1326	V-1338N	G-400	G-401	VS-169R Inner VS-170R Outer	VS-169R Inner VS-170R Outer	VK-146 Spring Seat Upper →M-610 Spring Seat Lower →M-611
	☛When installing 7/16" Stem Diameter Valves V-1328S or V-1326 and V-1327N in 1937-38 Engines originally having ⅜" Valves, Guides G-400 and G-401, Double Valve Springs VS-169R and VS-170R, Keeper VK-146, Seat M-610 and Spacer M-611 must also be installed.								
1937–48	FAB241, FAB259, FAC241, FAC259, FAC269, BLD250, BLD269, Engines: D35, DS35, D40, DS40, D400, DS-400, D216F, D216T, DS216T, K6, KS6, KB6, KBS6, KB6F, K7, KS7, KB7, KBS7, 1½-3 Ton; D35B, 40B Bus	6	V-1086-S Super Valve with Eatonite Face. V-925	V-1171N	G-267	G-267	VS-257	VS-257	VK-84

(Continued on next page)

for INTERNATIONAL TRUCK
See McCormick-Deering for International Tractor Listing
VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1940–48	FBC318, RED318, FBC361, RED361, FBC401, RED401, FBC401B, RED401B, FBC450 and RED450 Engines: K8, K8F, K8T, KR8, KR8T, KS8, KS8T, K10, KS10, K11F, KR11, KS11, KR11T, KS11T; K8-COE, KR8-COE, KS8-COE, K8F-COE, K8T-COE, KR8T-COE, KS8T-COE, K11F-COE, KR11-COE, KR11T-COE, KS11T-COE, 2-8 Ton	6							
	(1940-41) For Engines with 45° Valve Seats before Serial Numbers shown in Note below	....	V-1328-S Super Valve with Eatonite Face.						
			V-1326	V-1327N	G-400	G-401	VS-169R Inner VS-170R Outer	VS-169R Inner VS-170R Outer	VK-146
							Spring Seat, Upper →M-610		
							Spring Spacer, Lower →M-611		
	(1941-48) For Engines with 15° Intake Valve Seats after Serial Numbers shown in Note Below	....	V-1328-S Super Valve with Eatonite Face.						
			V-1326	V-1338N	G-400	G-401	VS-169R Inner VS-170R Outer	VS-169R Inner VS-170R Outer	VK-146
							Spring Seat, Upper →M-610		
							Spring Spacer, Lower →M-611		

☞NOTE: Intake Valve Seats of above Engines were changed from 45° to 15° at following Engine serial numbers: FBC318 at No. 5682; FBC-318A at No. 591; FBC361 at No. 1953; FBC361A at No. 648; FBC401 at No. 1189; FBC401A at No. 552; FBC450 at No. 1110; FBC450A at No. 664. Use Valves V-1326 and V-1338N on Engines before these serial numbers if late type heads or reworked heads having 15° intake seats have been installed.

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1920–29	54, 54C, 61, 63, 74, 74C, 101, 103, 104C, 2½-5 Ton; 52, 53, 61 Bus; Power Units 200, P-30	4	1310	.090		Main Bearings are Ball Bearings							
1926–37	Wauk. XA, XAH Engines: Special Delivery, Six Speed Special, A1, AW1, A2, AW2, M2, M3, B2, C10, C20, CS20, ¾-1½ Ton	4	2707	See									
			2965	Note	2214	.090†	2215	.090†	2215	.090†	....	....	.....
	☞2707 (Flanged), available .020, and .090 undersize.												
	2965 (Not Flanged), available .002, .010, .020, and .060 undersize.												
1929–33	Hall-Scott 152 Engines: HS74, HS74C, HS104C, W3, 3½-5 Ton & TT	4	2465	.090	....	....	....	....	....	....	....	....	.....
1929–35	Hall-Scott 151 Engines: HS54, HS54C, W1, W2, 2½-3½ Ton & TT	4	1600	.090†	2359	.090†	2360	.090†	2359	.090†	....	....	.....
1930–33	FBB-279 Engines to No. 14395: A4, A5, A6, 2-3 Ton	6	....	....	2361	.090†	2362	.090†	2363	.090†	2364	.090†	2–3–5–6
	Bearing Shims	....	B-1346	.012	....	....	....	....	....	....	....	....	.....

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MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1932–33	SLH, SAH Engines: A3, AL3 after Chassis 3496, ½-1½ Ton	6	2708	See Note	2581	.020 .090	2582	.020 .090	2583	.020 .090	2584	.020 .090	3
	☞2708 is available .002, .020, and .090 undersize. Use 2708 (flanged) in all engines in which original rods with cast-in bearings have been replaced by rods with shell type bearings.												
1932–37	FD-FE Engines: A8, A8F, AR626F, A7, A7F, 5-7½ Ton; Power Units PA80, PA100	6	....	....	3232	.020 .090	3233	.020 .090	3234	.020 .090	3235	.020 .090	2–3–5–6
1933–34	FBB-279 Engine after No. 14395: A4, A5, A6, 2-4 Ton; Power Units PA40, PA50	6	2669 2951	See Note	2361	.090	2362	.090	2363	.090	2364	.090	2–3–5–6
	Bearing Shims		B-2528.012		....	....	B-2566.012		B-2566.012		....	....	.....
	☞2669 Babbitt Lined and 2951 Copper Alloy Super Bearing are available .002, .010, .020, .030, and .060 undersize.												
1933–37	D, HD and HD3 Engines: D1; C1 to Engine No. 64223; C12, C30, CS30 Engine No. 25187, ½-1½ Ton.	6	2585 2955	See Note	2586	See Note	2587	See Note	2588	See Note	2589	See Note	3
	Bearing Shims	....	B-2529.012		B-2571.012		B-2571.012		B-2572.012		B-2571.012		3
	Camshaft Bearings	....	....	....	MB-38		....	....	....	....	....	....	.....
	☞2585 Babbitt Lined is available .002, .010, .020, .030, and .060 undersize.												
	2955 Copper Alloy Super Bearing is available .002, .010, .020, .030, and .060 undersize.												
	2586, 2587, 2588 and 2589 are available .002, .020, .030, and .060 undersize.												
	MB-38 is a Ream Type Camshaft Bearing.												
1933–40	FAB-2, FAB-223, FAB-241, FAB-259, Engines: B3, B4, C35, C35B, C35T, CS35, CS35B, CS35T, C40, C40F, C40T, CS40, CS40T, D35, D35B, DS35, D40, DS40, D216F, D216T, DS216T, D400, DS400, 1½-3 Ton; Power Unit PA-35	6	2952 3278	See Note	2598	See Note	2599	See Note	2600	See Note	2599	See Note	3
	Bearing Shims		B-2223.006		B-2565.006		B-2565.006		B-2565.005		B-2565.006		3
	Camshaft Bearings	....	....	....	MB-44		MB-45		MB-47		MB-46		3
	☞Con. Rod Shims B-2223 and B-2585 are used only with Early Shim Type Bearings. Shims are not used with Con. Rod Bearing 3278 or 2952.												
	2952 Copper Alloy Super Bearing available .002, .010, .020, .030 and .060 undersize.												
	3278 Shimless Type Bearing, is available .002, .020, .030 and .060 undersize.												
	2598, 2599, and 2600 are available .002, .010, .020, .030 and .060 undersize.												
	MB-44, MB-45, MB-46 and MB-47 are Ream Type Camshaft Bearings.												

(Continued on next page)

for INTERNATIONAL TRUCK

See McCormick-Deering for International Tractor Listing

MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1933–48	GRD214, GRD233, HD213, HD232 Engines: C1, C12, C30, CS30, C15, C300, D2, D2M, D3, D15, D15M, D30, DS30, D300, DS300, D186T, DS186T, K1, K1M, KB1, K2, KB2, K3, K3M, KB3, K4, KS4, K5, KB5, KBS5, K5-COE, KS5, KS5-COE, ½-1½ Ton; D30B, Bus	6	2585 2955	See Note	2894	See Note	2587	See Note	2588	See Note	2589	See Note	3
	Bearing Shims for 1936-40		B-2529.012		B-2571.012		B-2571.012		B-2572.012		B-2571.012		3
	Camshaft Bearings				MB-38								
	☛2585 Babbitt Lined is available .002, .010, .020, .030, and .060 undersize. 2955 Copper Alloy Super Bearings is available .002, .010, .020, .030, and .060 undersize. 2894, 2587, 2588 and 2589 are available .002, .020, .030, and .060 undersize. MB-38 is a Ream-Type Camshaft Bearing.												
1934–35	FBB3, FBB279 Engines: C50, C50F, C50T, CS50, CS50T to Engine No. 20332; C55, C55F, C55T, C60, C60T to Engine No. 1893	6	2669 2951	See Note	2361	.090	2362	.090	2363	.090	2364	.090	2–3–5–6
	Bearing Shims		B-2528.012				B-2566.012		B-2566.012				
	☛2669 Babbitt Lined and 2951 Copper Alloy Super Bearing are available .002, .010, .020, .030 and .060 undersize.												
1935–37	FBB3, FBB279 Engines: C50, C50F, C50T, CS50, CS50T after Engine No. 20332; C55, C55F, C55T, C60, C60T after Engine No. 1893	6	2951 2669	See Note	2768	See Note	2769	See Note	2770	See Note	2771	See Note	2–3–5–6
	Bearing Shims		B-2528.012				B-2566.012		B-2566.012				
	Camshaft Bearings				MB-39		MB-40		MB-42		MB-41		3
	☛2669 Babbitt-Lined and 2951 Copper Alloy Super Bearings are available .002, .010, .020, .030 and .060 undersize. 2768, 2769, 2770, and 2771 are available .002, .010, .020, .030 and .060 undersize. MB-39, MB-40, MB-41 and MB-42 are Ream-Type Camshaft Bearings.												
1936–40	Wauk. FK, FC132 Engines: C5, D5, D5M, ½ Ton	4	2846	See Note	2805	See Note	2806	See Note	2807	See Note			
	Bearing Shims		B-2194.006										
	☛2846 is available .002, .010, .020, .030 and .060 undersize. 2805, 2806 and 2807 are available .002, .010, .020, .030 and .060 undersize.												
1937–40	FBB298 Engine: D50, DR50, DS50, D500, DR500, DS500, D246F, D246T, DR246T, DS246T	6	2951	See Note	2768	See Note	2769	See Note	2770	See Note	2771	See Note	2–3–5–6
	Camshaft Bearings				MB-39		MB-40		MB-42		MB-41		3
	☛2951 Copper Alloy Super Bearing available .002, .010, .020, .030 and .060 undersize. 2768, 2769, 2770, and 2771 are available .002, .010, .020, .030 and .060 undersize. MB-39, MB-40, MB-41 and MB-42 are Ream-Type Camshaft Bearings.												
1937–40	FBB318, FBB361, FBB401 Engines: D60, DR60, DR70, DR700, D346F, DR346T, DR426F, D50, DR50, DS50, D500, DR500, DS500, D246F, D246T, DS246T, DR246T, 2-6 Ton	6	2669 2951	See Note	2919	See Note	2920	See Note	2770	See Note	2771 2921	See Note	2–6 3–5
	Bearing Shims		B-2573.012				B-2574.012		B-2760.012				
	Camshaft Bearings				MB-43		MB-40		MB-42		MB-41		3
	☛2669 Babbitt-Lined and 2951 Copper Alloy Super Bearings are available .002, .010, .020, .030 and .060 undersize. 2951 Copper Alloy Super Bearing is available .002, .010, .020, .030, and .060 undersize. 2919, 2920, 2770, 2771 and 2921 are available .002, .010, .020, .030, and .060 undersize. MB-40, MB-41, MB-42 and MB-43 are Ream-Type Camshaft Bearings.												

for INTERNATIONAL TRUCK

See McCormick-Deering for International Tractor Listing

MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1937–48	GRD175, GRD175A, HD174 Engines: D2, D2M, D3, D15, D15M, D30, DS30, K1, K1M, K2, K3, K3M, K4, KS4, K5, KS5	6	3204	See Note	2894	See Note	2587	See Note	2588	See Note	2589	See Note	3
	Bearing Shims	....	B-2619.0075		B-2571.012		B-2571.012		B-2572.012		B-2571.012		3
1940–42	FAC241, FAC259, FAC259A Engines: K6, KS6, K6B, K6T, KS6T, K6F, K7, KS7, K7-COE, KS7-COE; 1½-3 Ton	6	2952 3278	See Note	2598	See Note	2599	See Note	2600	See Note	2599	See Note	3
	Bearing Shims	....	B-2223.006		B-2565.006		B-2565.006		B-2565.006		B-2565.006		3
	Camshaft Bearings	....	....	....	MB-44		MB-45		MB-47		MB-46		3
1940–43	FBC318, FBC361, FBC401, FBC401B and FBC450 Engines: K8, K8-COE, K8F, K8F-COE, K8T, K8T-COE, KR8, KR8-COE, KR8T, KR8T-COE, KS8, KS8-COE, KS8T, KS8T-COE, K10, KR10, KS10, K11F, K11F-COE, KR11, KR11-COE, KR11T, KR11T-COE, KS11, KS11-COE, KS11T, KS11T-COE, 2-8 Ton	6	2669	See Note	2919	See Note	2920	See Note	2770	See Note	2771	See Note	2–6
			2951								2921		3–5
	Camshaft Bearings	....	....	....	MB-43		MB-40		MB-42		MB-41		3
1942–48	BLD250, BLD269 Engines: K6, K6B, K6F, K6T, KB6, KBS6, KB6F, K7, KB7, KBS7, KS6, KS6B, KS6T, KS7	6	3543 3365	See Note	3366	See Note	3367	See Note	3368	See Note	3367	See Note	3
	Camshaft Bearings	....	....	....	MB-44		MB-45		MB-47		MB-46		3
1943–48	RED318, RED361, RED401, RED401B, RED450, RED-450A Engines: K8, K8-COE, K8F, K8F-COE, K8T, K8T-COE, KB8, KBS8, KR8, KR8-COE, KR8T, KS8, KS8-COE, KS8T, KS8T-COE, K10, KB10, KBR10, K11F, K11F-COE, KR10, KS10, KBR10, KBS10, KBR11, KBS11, KB11F, KR11, KR11-COE, KR11T, KR11T-COE, KS11, KS11-COE, KS11T, KS11T-COE	6	3300	See Note	3301	See Note	3302	See Note	3303	See Note	3302	See Note	2–3–5–6
	Camshaft Bearings	....	....	....	MB-43		MB-40		MB-42		MB-41		3

3204 is available .002, .010, .020, .030 and .060 undersize.

2894, 2587, 2588 and 2589 are available .002, .020, .030 and .060 undersize.

2952 (Copper Alloy) and 3278 (Babbitt Lined) are available .002, .010, .020, .030 and .060 undersize.

2598, 2599, and 2600 are available .002, .020, .030, and .060 undersize.

MB-44, MB-45, MB-46 and MB-47 are Ream-Type Camshaft Bearings.

2669 Babbitt Lined and 2951 Copper Alloy Super Bearings are available .002, .010, .020, .030 and .060 undersize.

2919, 2920, 2770, 2771 and 2921 are available, .002, .010, .020, .030 and .060 undersize.

MB-40, MB-41, MB-42 and MB-43 are Ream-Type Camshaft Bearings.

3365 (Copper Alloy) and 3543 (Babbitt Lined) are available .002, .010, .020, .030 and .060 undersize.

3366, 3367 and 3368 Copper Alloy Super Bearings are available .002, .010, .020, .030 and .060 undersize.

MB-44, MB-45, MB-46 and MB-47 are Ream-Type Camshaft Bearings.

3300, 3301, 3302, 3303 are available .002, .010, .020, .030 and .060 undersize.

MB-40, MB-41, MB-42 and MB-43 are Ream-Type Camshaft Bearings.

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimension following Shim stock number indicates thickness of Shim.
The Suffix "B" indicates the Shim is Babbitt Tipped.

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WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1933–36	D, HD, HD-3 Engines: C1 to Engine No. 68797; D1; C15 to Engine No. 754; C30, CS30 to Engine No. 29050, ½ to 1½ Ton	6	.....	PA-218	.....
1933–36	FAB-2, FAB-3 Engines: B3, B4, C35, C35T, CS35, CS35T, C40, C40F, C40T, CS40, CS40T, 1½-3 Ton; C35B, CS35B, Bus; Power Unit PA35 to Engine No. 38707	6	.....	PA-249R	.....
1936–37	HD, HD-3 Engines: C1 after Engine No. 68797; C12, C15 after Engine No. 754; C30, CS30, after Engine No. 29050, C30S, ½-1½ Ton	6	.....	PA-219	.....
1936–40	FAB-3, FAB-223, FAB-241, FAB-259 Engines: C35, C35T, CS35, CS35T, C40, C40F, C40T, CS40, CS40T, 1½-3 Ton; C35B, CS35B Bus; Power Unit PA35, All after Engine 37807; D35, DS35, D40, DS40, D400, DS400, D216F, D216T, DS216T, 1½-3 Ton; D35B, D40B Bus	6	.....	PA-185R	.....
1936–40	FBB, FBB-3, FBB-279, FBB-298, FBB-298A, FBB-318, FBB-318A, FBB-361, FBB-361A, FBB-401, FBB-450A Engines: C50, C50F, C50T, CS50, CS50T, after Engine No. 21344; C55, C55F, C55T, C60, C60T, after Engine No. 2956; D50, DR50, DS50, D60, DR60, DR70, D500, DR500, DS500, DR700, D246F, D246T, DR246T, DS246T, D346F, DR346T, DR426F, 2½-6 Ton	6	.....	PA-184R	.....
1937–40	HD, HD174 Economy, HD174A Economy, HD213, HD232 Engines: D2, D2M, D3, D12, D15, D15M, D30, DS30, D186T, DS186T, ½-1½ Ton; D30B, DS30B Bus	6	.....	PA-166	(Bronze Bushing Type)
1937–40	HD232A Engine: D300, DS300, 1½ Ton	6	.....	PA-170	.....
1940–46	GRD175 Economy, HD174E Economy, HD232C, GRD-214, GRD233, GRD233A Engines: D30, DS30, K1, K1M, K2, K3, K3M, K4, KS4, K5, K5B, K5M, K5-COE, KS5, KS5-COE, ½-1½ Ton; D30B Bus	6	.....	PA-286	.....

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for INTERNATIONAL TRUCK & McCORMICK-DEERING TRACTORS

INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number
BD-33	LR-57
400DAX	P-758X Std.
401DA	3¾x3/16 Std. C
401D	3¾x¼ Std. C
439DAX	P-1042X Std. (1926–34)
439DBX	P-1042X Std. (1935)
439DX	P-1042X Std. (1923–26)
501D	4½x¼ Std. C
505DAY	SA-3
550D	4½x¼—1/16"—O. W. "C"
565DY	SA-4
569DX	P-944X Std.
570D	G-215
593DX	P-1194X Std.
670C	PR-17
H-756	5/8x3/16 Std. C
822C	PR-2
0875H	3½x⅛ Std. C
1601DX	P-1192X Std.
1604D	3¾x¼—1/32"—O. W. "C"
1605D	3¾x¼—1/16"—O. W. "C"
1606D	4¼x¼—1/16"—O. W. "C"
1608D	3¾x3/16—1/32"—O. W. "C"
1697YC	2586 Std.
1705YC	2586 .010
1706YC	2586 .030
1707YC	2587 Std.
1708YC	2587 .010
1709YC	2587 .030
1717T	4⅛x¼ Std. C
1717YC	2589 Std.
1718YC	2589 .010
1719YC	2589 .030
1727YC	2588 Std.
1728YC	2588 .010
1729YC	2588 .030
1797YAX	P-1089X Std.
1798YAX	P-1089X .005
1799YAX	P-1089X .010
1800YAX	P-1089X .020
1801YAX	P-1089X .030
1802YAX	P-1089X .040
1803YA	W-9254 Std.
1804YA	W-9254 .003
1805YA	W-9254 .005
1806YA	W-9254 .008
1807Y	5/16x3/32 Std. C
1809Y	5/16 .010x3/32 C
1810Y	5/16 .020x3/32 C
1811Y	5/16 .030x3/32 C
1812Y	5/16 .040x3/32 C
1813Y	5/16x3/16 O
1815Y	5/16, 010x3/16 O
1816Y	5/16 .020x3/16 O
1817Y	5/16 .030x3/16 O
1818Y	5/16 .040x3/16 O
1819Y	LR-37
1823YG	2585 Std.
1826YG	2585 .020
1829YG	2585 .030
1830Y	WB-1808
1841Y	V-920N
1844Y	V-919
1849Y	VK-68
1898YX	PA-28
1901YA	PB-61
1902Y	M-380
1903YA	PK-1
1904Y	PN-2
1907Y	M-377
1909YX	M-347
2204DX	P-1176X Std.
2290DA	G-223R
2366DX	P-1042X Std.
2373DX	P-758X Std.
2660DX	P-1172X Std.
2919DX	P-1176X Std.
3026YF	
3029YF	2585 .026
3032YF	2585 .036
3116D	G-281
3476DX	P-1042X Std.
3579D	3⅛x⅛ Std. C
3580D	3⅛ .005x⅛ C
3581D	3⅛ .010x⅛ C
3582D	3⅛ .020x⅛ C
3583D	3⅛ .030x⅛ C
3584D	3⅛x¼ Std. O
3585D	3⅛ .005x¼ O
3586D	3⅛ .010x¼ O
3587D	3⅛ .020x¼ O
3588D	3⅛ .030x¼ O
3651T	4¼x¼ Std. C
3907D	4x⅛ Std. C
3908D	4 .005x⅛ C
3909D	4 .010x⅛ C
3910D	4 .020x⅛ C
3911D	4 .030x⅛ C
3912D	4x¼ Std. O
3913D	4 .005x¼ O
3914D	4 .010x¼ O
3915D	4 .020x¼ O
3916D	4 .030x¼ O
4095DA	W-7057 .005
4167T	M-3
4203DBX	
4203DDX	1887 Std.
4212D	WB-1587
4214DA	W-7055 Std.
4222D	PR-1
4279D	VS-210
4352D	4½x¼—1/32"—O. W. "C"
4360DX	1887 .020
4367DA	W-7055 .005
4375DA	W-7055 .010
4376DA	W-7055 .015
4378DA	4½x¼ Std. O
4397DX	1887 .031
4787T	SS-157
4835DAX	P-1154X Std.
5455DAXA	P-1224X Std.
5638H	VS-205
5640H	VK-76
5680DX	P-1227X Std.
5694DX	P-1228X Std.
5957DBX	P-367AX Std.
6001DBY	SA-32
6022D	5/16x⅛ Std. C
6023DBX	P-989X Std.
6043D	5/16x3/16 Std. O
6074DAX	P-1238X Std.
6088D	G-375
6088DR	G-375
6144DAX	P-1243X
6169DR	G-376
6301DX	P-1244X Std.
6301DY	P-1244X Std.
6301DAY	P-1244X
6338DR	G-377
6742DAX	P-1247X
7123T	G-44
7144TB	W-7057 Std.
7176TA	WB-1160
7973T	G-44
8298TCX	1310 Std.
8341T	6x⅜ Std. C
8342T	6x⅜ Std. C
8746DR	P-1283X Std.
8747DR	P-1284X Std.
9641T	3¼x¼ Std.
9841T	4¾x5/16 Std. C
10189D	4¼x¼ Std. C
10302D	WB-1588
10303DX	2083 Std.
10303DBX	2083 Std.
10307DC	W-7058 Std.
10333DA	VS-206
10369D	PR-4
10892DAX	V-359
10893DAX	V-360
10898DA	VK-76
10908DX	2083 .020
10908DBX	2083 .020
10909DX	1310 .020
10909DBX	1310 .020
11627D	4½x¼ Std. O
11668D	4¾x¼ Std. C
11669DA	4¾x¼ Std. O
11669D	4¾x¼ Std. O
11695D	4¾x¼ Std. O
11836DA	VS-210
11838D	SA-61
11852D	4¾x¼—1/32"—O. W. "C"
11853D	4¾x¼—1/16"—O. W. "C"
11857D	M-287
11890D	PN-88
12201DA	W-7058 .005
12203D	3¾x¼ Std. O
12204DA	3¾x3/16 Std. O
12232DA	VS-205
12255DA	W-7058 .010
12256DA	W-7058 .015
12257DA	W-7057 .010
12258DA	W-7057 .015
12259D	4¼x¼ Std. O
12276DA	Four SA-1
12278DA	SA-1
12281DA	Four SA-59
12283DA	Four SA-60
12294DA	W-7058 .010
12295DA	W-7058 .015
12296D	V-359 1/16" O. S. Head
12297D	V-360 1/16" O. S. Head
12732DX	2083 .031
12732DBX	2083 .031
12733DX	1310 .031
12733DBX	1310 .031
13455V	M-210
13481VBX	2214 Std.
13482VBX	2215 Std.
13523VA	W-8073 Std.
13532V	VS-74
13534VA	VK-44
13540V	G-172
13966V	W-8073.003
13967V	W-8073 .005
13968V	W-8073 .010
13969VA	V-675
13969V	V-675
13970V	V-675 .010 O. S. Stem
13970VA	V-675 .010 O. S. Stem
13971V	V-675 .020 O. S. Stem
13971VA	V-675 .020 O. S. Stem
14421DA	SA-18
14421DB	SA-18
14423DB	Four SA-18
14827D	SA-59
14842D	3¾x3/16 Std. O
14843D	3¾x¼ Std. O
14844D	4¼x¼ Std. O
16013DA	W-9146 Std.
16014DA	LR-21 & LR-73
16041D	PR-3
16058D	VK-113
16068DB	V-726
16072D	M-329
16073DA	M-330
16075D	M-323
16084D	V-727N
16155DA	2361 Std.
16156DA	2362 Std.
16157DA	2364 Std.
16159DB	2363 Std.
16555DA	PB-157
17104D	SA-43
17168D	M-7
18188DA	Four SA-4
18189DA	Four SA-61
18190DA	Four SA-43
18532D	MS-3

(Continued on next page)

for INTERNATIONAL TRUCK & McCORMICK-DEERING TRACTORS

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
18533DA	V-894R 1/16" O. S.
18533DAX	Head
18534DA	V-894R
18534DAX	
18537DA	V-930R
18537DAX	
18539D	MS-1
18541D	MS-4
18543D	V-1112
18543DX	
18545DA	V-893R
18545DAX	
18680DB	Four SA-51
18723DA	Four SA-46
18755DA	V-968
18868D	M-350
18873DA	VS-276
19142D	SA-51
19422D	G-268
19430D	V-922
19432D	VK-41
19442D	WB-1917
19503D	VS-258
19508DX	2651 Std.
19510DX	2652 Std.
19512DX	2653 Std.
19517D	LR-57
19518DX	P-1090X Std.
19518DX-5	P-1090X .005
19518DX-10	P-1090X .010
19518DX-20	P-1090X .020
19518DX-30	P-1090X .030
19519D	W-9255 Std.
19520D	3x1/8 Std. C
19520D-5	3 .005x1/8 C
19520D-10	3 .010x1/8 C
19520D-20	3 .020x1/8 C
19520D-30	3 .030x1/8 C
19521D	3x3/16 Std. O
19521D-5	3 .005x3/16 O
19521D-10	3 .010x3/16 O
19521D-20	3 .020x3/16 O
19521D-30	3 .030x3/16 O
19579DA	3 3/4x3/16 Std. C
19580DA	3 3/4x3/16 Std. O
19899DB	VS-213
19900DA	V-830R
19901DA	V-831N
20013VX	P-873X .005
20014VX	P-873X .010
20015VX	P-873X .020
20016VX	P-873X .030
20024V	3 1/4 .010x3/16 C
20025V	3 1/4 .020x3/16 C
20026V	3 1/4 .030x3/16 C
20031V	W-8073 .003
20032V	W-8073 .005
20033V	W-8073 .010
20035VX	P-873X Std.
20073D	SA-18
20074DB	Four SA-18
20207H-08H	2359 .020
20209HA-10HA	.020 2360
20273DA	4 1/4x3/16 C
20279D	4 1/4x3/16 Std. O
20291H-92H	2359 Std.
20293HA-94HA	2360 Std.
20303D	PB-235
20312H	VK-66
20391H	4 1/4 .010x3/16 O
20392H	4 1/4 .020x3/16 O
20393H	4 1/4 .030x3/16 O
20397H	4 1/4 .010x1/8 O
20398H	4 1/4 .020x1/8 O
20399H	4 1/4 .030x1/8 O
20423HX	2465 Std.
20426H	4 3/4x3/16 Std. O
20428H	4 3/4x1/8 Std. O
20464H	4 3/4 .010x3/16 O
20465H	4 3/4 .020x3/16 O
20466H	4 3/4 .030x3/16 O
20470H	4 3/4 .010x1/8 O
20471H	4 3/4 .020x1/8 O
20472H	4 3/4 .030x1/8 O
20473H-76H	2359 .010
20479HA-82HA	2360 .010
20584D	PS-180
21055VA	SB-219
21911D	SA-46
23019D	SA-1
23085V	3 3/4x1/8 Std. O
23251D	SA-60
23335V	3 1/4x1/8 Std. O
23495V	PK-19
23496V	PK-19
23514VB	2018 Std.
23685V	3 3/4 .010x1/8 O
23686V	3 3/4 .020x1/8 O
23687V	3 3/4 .030x1/8 O
23719V	3 1/4 .010x1/8 O
23720V	3 1/4 .020x1/8 O
23721V	3 1/4 .030x1/8 O
24017D	PB-234
24410DX	2654 Std.
24414DA	W-9273 Std.
24415D	WB-1873
24416DA	3x1/8 Std. C
24417DA	3x3/16 Std. O
24434D	PR-18
24531DA	V-965
24544DA	VS-273
25879DX	2652 .040
25881DX	2651 .040
25883DX	2653 .040
25998H	WB-1826
26098D	2655 Std.
26099D	2656 Std.
26374H	V-751
26556H	3 1/4x3/16 Std. O
26558H	3 1/4 .010x3/16 O
26559H	3 1/4 .020x3/16 O
26560H	3 1/4 .030x3/16 O
26727D	SA-51
26915D	W-9406 Std.
26994H	M-502
26995HA	M-57
26997HB	
27000H	M-503
27001H	PB-195
27003HA	PB-196
27210HX	P-989X .005
27211HX	P-989X .010
27212HAX	P-989X .020
27213HAX	P-989X .030
27214HAX	P-989X .040
27274D	4 3/4x3/16 Std. O
27324H	3 1/4 .040x3/16 O
27399D	SA-18
27416D	2655 .010
27417D	2656 .010
27418DX	2654 .010
27485H	M-142
27937HX	P-873X .040
28079HX	P-989X Std.
28080HX	P-989X .005
28081HX	P-989X .010
28082HX	P-989X .020
28083HX	P-989X .030
28084HX	P-989X .040
28090HX	P-989X Std.
28091HX	P-989X .005
28092HX	P-989X .010
28093HX	P-989X .020
28094HX	P-989X .030
28095HX	P-989X .040
28096HX	P-1173X Std.
28110DA	4 3/4x5/32 Std. C
28175H	3 1/2 .040x3/16 O
28177H	3 3/4 .040x1/8 O
28181H	3 1/4 .040x1/8 O
28182H	3 1/4 .040x1/8 O
28184H	3 1/4 .040x3/16 O
28271H	4 1/4 .040x3/16 O
28272H	4 1/4 .040x1/8 O
28273H	4 3/4 .040x3/16 O
28274H	4 3/4 .040x1/8 O
28483H	3 1/4 .040x3/16 C
28822DA	3x3/16 Std. O
28874D	2655 .032
28875D	2656 .032
28876DX	2654 .032
29315D	4 1/4x1/4 Std. O
29575H	2361 .030
29576H	2362 .030
29577H	2364 .030
29578H	2363 .030
30019H	2581 Std.
30022H	2581 .020
30025H	2584 .020
30028H	2583 .020
30031H	2582 .020
30032H	2582 Std.
30033H	2583 Std.
30034H	2584 Std.
30921H	3232 Std.
30924H	3232 .020
30929D	2809 Std.
30930D	2810 Std.
30975D	3x3/16 Std.C
30976DA	3x3/16 Std. O
31051H	3232 .030
31054H	3233 Std.
31057H	3233 .020
31060H	3233 .030
31063H	3235 Std.
31066H	3235 .020
31069H	3235 .030
31072H	3234 Std.
31075H	3234 .020
31078H	3234 .030
31087H	PR-15
31133H	VK-106
31134H	G-244
31185HX	P-1253X Std.
31187H	W-9240 Std.
31189H	W-9240 .005
31191H	W-9240 .008
31193H	WB-1859
31194H	LR-43
31296DX	2808 .032
31298D	2809 .032
31300D	2810 .032
31327HX	2214 .030
31328HAX	2215 .030
31458D	4 3/4x1/8 Std. C
31613H	2581 .030
31616H	2582 .030
31619H	2584 .030
31622H	2583 .030
31984HA	PB-195
32029DA	3 3/4x3/16 Std. O
32030DA	3x3/16 Std. O
32942D	WB-1955
33741HDX	2669 Std.
33742HDX	2669 .020
33743HDX	2669 .030
33833D	4 1/2x .186 Std. O
33882DA	4 1/2x 5/32 Std. C
33883D	4 1/2x 3/16 Std. O
33893H	V-925
33895H	V-925 .020 O. S. Stem
33896H	VK-84
34263HA	PK-1
34263HA	PK-101
34560HA	W-9283 Std.
34563HBY	SA-31
34564HAX	P-169AX Std.
34573HA	W-9283 .005
34574HA	W-9283 .008

(Continued on next page)

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for INTERNATIONAL TRUCK & McCORMICK-DEERING TRACTORS

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
35282HX	2707 Std.
35283HX	2707 .020
35284HX	2707 .030
35323HAX	2708 Std.
35324HAX	2708 .020
35325HAX	2708 .030
35493D	3x1/8 Std. C
35578DAX	2808 Std.
35579D	2809 Std.
35580DA	2810 Std.
35584DX	2808 .032
35584DAX	2808 .030
35585D	2809 .030
35586DB	2810 .030
35615HA	PR-17
35616H	WB-1873
35620HC	VS-257
35625H	3 7/16x1/8 Std. C
35634H	3 5/16x1/8 Std. C
35651H	LR-69
35671H	W-9259 Std.
35672HFX	3278 Std.
35673HEY	SA-33
35675H	V-926N
35688H	W-9263 Std.
35896H	M-332
35898H	M-331
35903H	PK-101
35909HA	PL-134
35910HX	PS-143
36474D	4 3/4x5/32 Std. C
36475D	4 1/2x5/32 Std. C
37018HFX	3278 .020
37019HFX	3278 .030
37022HD	2598 .020
37023HD	2598 .030
37028HD	2599 .020
37029HD	2599 .030
37030	LR-57
37034HC	2600 .020
37035HC	2600 .030
37041HC	2600 Std.
37042HD	2599 Std.
37043HD	2598 Std.
37057HA	W-9259 .005
37058H	W-9263 .005
37059HA	W-9259 .008
37060H	W-9263 .008
37376D	SA-75
37377DB	Six SA-75
37524H	PS-145
37527H	M-142
37732D	Six SA-32
37942HA	5x5/32 Std. C
37943H	5x3/16 Std. O
38002HA	V-925
38034HD	Six SA-33
38368D	Four SA-58
38444HX	M-56
38607H	G-267
38607HA	
38608HA	G-364
38679HCX	2669 .006
38680HBX	2669 .026
38681HBX	2669 .036
38681HCX	
38685HAX	2708 .006
38686HX	2708 .026
38687HX	2708 .036
38688HX	2707 .006
38689HX	2707 .026
38690HX	2707 .036
38694HEX	3278 .006
38695HEX	3278 .026
38696HEX	3278 .036
38739D	SA-38
38740D	SA-58
38741D	Four SA-38
39291D	Four SA-78
39292D	SA-78
39897DX	3438
39898DX	3437
40403D	Four SA-79
40474D	Four SA-80
40791D	SA-80
41339D	VK-149
41349D	MS-26
41439H	M-421
42024D	V-1256N
42025D	V-1255
42026D	VK-138
42098D	MS-25
42219D	4 3/4x1/4 Std. O
42477D	SA-79
42688DAX	3452
42694D	4 3/4x1/8 Std. C
42786H	3 5/8x1/8 Std. C
42786HA	
42788H	3 5/8 .010x1/8 C
42788HA	
42789HA	3 5/8 .020x1/8 C
42790H	3 5/8 .030x1/8 C
42791HA	3 5/8 .040x1/8 C
42792HA	3 1/2x3/16 Std. C
42794H	3 1/2 .010x3/16 C
42795HA	3 1/2 .020x3/16 C
42796H	3 1/2 .030x3/16 C
42797HA	3 1/2 .040x3/16 C
42798H	3 1/2x3/16 Std. O
42800H	3 1/2 .010x3/16 O
42801H	3 1/2 .020x3/16 O
42802H	3 1/2 .030x3/16 O
42803H	3 1/2 .040x3/16 O
42812H	3 3/4 .010x3/16 O
42813H	3 3/4 .020x3/16 O
42814H	3 3/4 .030x3/16 O
42815H	3 3/4 .040x3/16 O
42816H	3 1/4x1/8 Std. C
42818H	3 1/4 .010x1/8 C
42819H	3 1/4 .020x1/8 C
42820H	3 1/4 .030x1/8 C
42820VX	1600 Std.
42821H	3 1/4 .040x1/8 C
42822H	4 1/2x5/32 Std. C
42823HA	5x5/32 Std. C
42829V	4 1/4x3/16 Std. O
42831V	4 1/4x1/8 Std. O
42831H	4 3/4x1/8 Std. C
42832H	4 3/4 .010x1/8 C
42833H	4 3/4 .020x1/8 C
42834H	4 3/4 .030x1/8 C
42835H	4 3/4 .040x1/8 C
42836HA	4 1/4x1/8 Std. C
42837HA	4 1/4 .010x1/8 C
42838H	4 1/4 .020x1/8 C
42839HA	4 1/4 .030x1/8 C
42840HA	4 1/4 .040x1/8 C
43020D	4 1/2x1/8 Std. C
43021D	4 1/2x1/8 Std. C
43022D	4 1/2x1/4 Std. O
43222VA	M-34
43276D	3x1/4 Std. O
43286DA	Four SA-90
43287DA	SA-90
43707DX	3230 Std.
43708DX	3231 Std.
43737DX	3230 .030
43738DAX	3231 .030
43788DX	3229 Std.
43789DX	3229 .030
43793D	W-9375 Std.
43794D	3 3/8x1/8 Std. C
43795D	3 3/8x5/32 Std. C
43796D	3 3/8x5/32 Std. C
43797D	3 3/8x1/4 Std. O
43823HAX	P-204AX Std.
43912D	V-1258N
43913D	V-1257
43913DA	V-1257
45090H	PB-80
45091D	M-569
45628DX	3227 Std.
45629DX	3227 .030
45630DX	3228 Std.
45631DAX	3228 .030
45739D	LR-80
45743D	3 7/8x1/4 Std. O
45745DX	3209 Std.
45746DX	3209 .030
45748DR	WB-1929
45762H	PB-275
45981D	M-571
45982DX	M-570
46279H	M-376
47385H	M-96
47756DX	3310
47757DX	3313
47759DX	3312
47760DX	3310 .030
47761DX	3313 .030
47763DAX	3312 .030
47953D	4.4x1/4 Std.
48031DCX	M-568
48060HA	V-1057N
48061HA	V-1057N .010 O. S. Stem
48062HA	V-1057N .020 O. S. Stem
48066H	MS-2
48067H	VK-87
48398HA	2768 Std.
48399HA	2768 .020
48400HA	2768 .030
48401HA	2768 .060
48402HB	2771 Std.
48403HB	2771 .020
48404HB	2771 .030
48405HB	2771 .060
48406HA	2769 Std.
48407HA	2769 .020
48408HA	2769 .030
48409HA	2769 .060
48410HB	2770 Std.
48411HB	2770 .020
48412HB	2770 .030
48413HB	2770 .060
48756DB	3320
48757D	3323
48759DA	3322
48761D	3323 .030
48763DA	3322 .030
48958D	V-1260N
48959DA	V-1259
49277D	3 7/8x5/32 Std. C
50044V	W-9022 Std.
50270HB	2586 .020
50273HC	2587 .020
50276HC	2589 .020
50279HC	2588 .020
50280HA	G-380
50281HA	G-264
50292H	WB-1884
50684HX	P-1093X Std.
50706DA	V-1359N
50707DA	V-1374
50731DA	V-1373N
50732DA	V-1372
50859D	3271 Std.
50860DA	3270 Std.
50861D	3271 .030
50862D	3270 .030
50863D	Two 2809 Std. One 2810 Std.
50864D	Two 2809 .030 One 2810 .030
50889H	3 5/8x3/16 Std. O
50891H	3 5/8 .010x3/16 O
50892H	3 5/8 .020x3/16 O
50893H	3 5/8 .030x3/16 O
50894H	3 5/8 .040x3/16 O
50903H	3 5/16x3/16 Std. O
50905H	3 5/16 .010x3/16 O
50906H	3 5/16 .020x3/16 O
50907H	3 5/16 .030x3/16 O
50908H	3 5/16 .040x3/16 O
50909H	3 7/16x3/16 Std. O
50920H	3 5/8x1/8 Std. O
50923H	3 5/8 .020x1/8 O
50954D	4.4x1/8 Std. C
50955D	4.4x3/16 Std. C
50956D	4.4x5/32 Std. C
51037HD	2598 .060
51040HD	2599 .060
51043HC	2600 .060
51046H	2361 .060
51049H	2364 .060
51052H	2362 .060
51055H	2363 .060
51059HC	2586 .060
51062HC	2587 .060
51065HC	2589 .060
51068HC	2588 .060
51069HEX	3278 .060
51070HX	2700 .060
51071HCX	2669 .060
51074HF	2585 .060
51399VA	2017 .020
51402VA	2014 .020
51405VA	2013 .020
51408VA	2018 .020
51409VX	2214 .020
51411VAX	2215 .020
51418H	3 3/4x3/16 Std. O
51478HA	4 1/2x5/32 Std. C
51479H	4 1/2x3/16 Std. O
51724D	3 7/8x3/32 Std. C
51725D	3 7/8x1/8 Std. C
51726D	3 7/8x5/32 Std. C
51777DA	SA-94
51778DA	Four SA-94

(Continued on next page)

for INTERNATIONAL TRUCK & McCORMICK-DEERING TRACTORS

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
51799HB	Six SA-31
52132DX	3314
52135DX	3315
52137DAX	3315 .030
52164DX	3317
52165DAX	3317 .030
52463DAX	3317 Std.
52607D	W-9376 .005
52670DX	3318
52672DAX	3318 .030
52673DAX	3319 .030
52752DAX	3487 Std.
52754D	4.4x5/32 Std.
52770V	3¼x⅛ Std. O
52772V	3¼ .010x⅛ O
52773V	3¼ .020x⅛ O
52774V	3¼ .030x⅛ O
52775V	3¼x3/16 Std. O
52777V	3¼ .010x3/16 O
52778V	3¼ .020x3/16 O
52779V	3¼ .030x3/16 O
52818DX	3488 Std.
52982H	VS-159
52998D	PA-272
53067D	V-893R
53067DX	
53068D	V-894R
53068DX	
53069D	V-968
53070D	V-930R
53070DX	
53071D	V-830R
53072D	V-965
53073D	3⅞x¼ Std. O
53135D	W-9375 .005
53159D	W-9273 .005
53612D	W-9406 .005
53665DA	SA-91
53666DA	Four SA-91
53667DB	SA-92
53668DB	Four SA-92
54376HX	PA-168
54615H	PB-242
54616HX	M-456
54618H	PA-169
54623HA	PN-131
54824HX	PA-142
56605HAX	2805 Std.
55606HAX	2805 .005
55607HAX	2805 .010
55608HAX	2805 .020
55609HAX	2805 .040
55610HAX	2806 Std.
55611HAX	2806 .005
55612HAX	2806 .010
55613HAX	2806 .020
55614HAX	2806 .040
55615HAX	2807 Std.
55616HAX	2807 .005
55617HAX	2807 .010
55618HAX	2807 .020
55619HAX	2807 .040
55629H	V-1139
55630H	V-1139 .010 O. S. Stem
55631H	V-1139 .020 O. S. Stem
55632H	V-1139
55633H	V-1139 .010 O. S. Stem
55634H	V-1139 .020 O. S. Stem
55635HA	VS-321
55647HX	P-1182X Std.
55648HX	P-1182X .005
55649HX	P-1182X .010
55650HX	P-1182X .020
55651HX	P-1182X .030
55652HX	Use 61280H
55655H	W-9314 .008
55656H	3¼x⅛ Std. C
55657H	3¼ .010x⅛ C
55659H	3¼ .030x⅛ C
55660H	3¼ .040x⅛ C
55661H	3¼x⅛ Std. C
55662H	3¼ .010x⅛ C
55663H	3¼ .020x⅛ C
55664H	3¼ .030x⅛ C
55665H	3¼ .040x⅛ C
56139HA	SA-50
56678D	3⅞x¼ Std. O
56729HA	2894 Std.
56730H	2894 .010
56731H	2894 .020
56732H	2894 .030
56733H	2894 .060
57314H	PN-138
57319D	SA-129
57320D	Four SA-129
57696D	V-1358
57697D	V-1357
57765H	G-328
57698D	V-1376
57699D	V-1375
57778HAX	2846 Std.
57778HX	Use 57778HAX
57779HAX	2846 .005
57780HAX	2846 .010
57781HAX	2846 .020
57782HAX	2846 .040
59862H	PK-117
60596HA	SA-49
60599HA	Six SA-49
60604HA	Six SA-50
60837H	M-317
60874H	WB-1873
60875H	3½x⅛ Std. C
60877HCY	SA-67
60879HCY	SA-66
61105VB	W-9146 .005
61106VB	W-9146 .008
61127VA	2361 .020
61128VA	2364 .020
61129VA	2362 .020
61130VB	2363 .020
61231HX	P-1207X Std.
61232HX	P-1207X .005
61233HX	P-1207X .010
61234HX	P-1207X .020
61235HX	P-1207X .030
61236HX	P-1207X .040
61267H	W-9314 Std.
61268H	W-9314 .005
61275H	P-1182X Std.
61276H	P-1182X .005
61277H	P-1182X .010
61278H	P-1182X .020
61279H	P-1182X .030
61280H	P-1182X .040
61286HX	P-1206X Std.
61286HAX	
61288HAX	P-1230X Std.
61289HAX	P-1206X .005
61291HAX	P-1230X .005
61292HX	P-1206X .010
61292HAX	
61294HX	P-1230X .010
61350H	WB-1920
61357HBX	P-268AX Std.
61358HBX	P-268AX .005
61359HBX	P-268AX .010
61362HBX	P-332AX Std.
61363HBX	P-332AX .005
61364HBX	P-332AX .010
61367H	
61367HA	W-9336 Std.
61368HA	W-9336 .005
61369HA	W-9336 .008
61370HA	W-9392 Std.
61371HA	W-9392 .005
61372HA	W-9392 .008
61373H	4⅛x⅛ Std C
61375H	
61375HA	4⅛x3/16 Std. O
61376H	4⅛ .010x⅛ C
61377H	4⅛ .010x⅛ C
61378HA	4⅛ .010x3/16 O
61379H	4⅛ .020x⅛ C
61380H	4⅛ .020x⅛ C
61381H	4⅛ .020x3/16 O
61382H	4⅛ .030x⅛ C
61383H	4⅛ .030x⅛ C
61384H	4⅛ .030x3/16 O
61385H	4⅛ .040x⅛ C
61386H	4⅛ .040x⅛ C
61387H	4⅛ .040x3/16 O
61388H	4⅜x⅛ Std. C
61389H	4⅜x⅛ Std. C
61390H	4⅜x3/16 Std. O
61390HA	
61391H	4⅜ .010x⅛ C
61392H	4⅜ .010x⅛ C
61393HA	4⅜ .010x3/16 O
61394H	4⅜ .020x⅛ C
61395H	4⅜ .020x⅛ C
61396H	4⅜ .020x3/16 O
61397H	4⅜ .030x⅛ C
61398H	4⅜ .030x⅛ C
61399H	4⅜ .030x3/16 O
61400H	4⅜ .040x⅛ C
61401H	4⅜ .040x⅛ C
61402H	4⅜ .040x3/16 O
61405HA	2919 Std.
61406HA	2919 .020
61407HA	2919 .030
61408HK	2919 .060
61421HA	2921 Std.
61422HA	2921 .020
61423HA	2921 .030
61424HA	2921 .060
61426HA	2920 Std.
61427HA	2920 .020
61428HA	2920 .030
61429HA	2920 .060
61441HA	W-9335 Std.
61442HA	W-9335 .005
61443HA	W-9335 .008
61444HAX	P-1205X Std.
61446HAX	P-1229X Std.
61447H	P-1205X .005
61447HAX	P-1205X .005
61449HX	P-1229X .005
61450HAX	P-1205X .010
61452HX	P-1229X .010
61463HA	G-340
61475HC	V-1172
61476H	V-1173N
61633H	M-318
61711R	P-394AX Std.
61712R	P-394AX .005
61713R	P-394AX .010
61714R	P-394AX .020
61715R	P-394AX .030
61716R	P-394AX .040
61718R	P-394AX .060
61820HX	PA-167
62220R	P-393AX
62264VA	VS-169R
62265VA	VS-170R
62266V	M-611
62821H	3⅜x⅛ Std. C
62823H	3⅜x3/16 Std. O
62824H	3⅜ .010x3/16 O
62831HB	Six SA-66
62832HB	Six SA-67
63283DX	3319
63294D	3321
63295DA	3321 .030
63299DX	3316
63300DAX	3316 .030
63327DX	3311
63380DX	3489
63328DBX	3311 .030
63632H	Six SA-100
63996H	VS-333
64168H	V-1171N
64316H	SA-100
64933H	3⅝x⅛ Std. C
64934H	3⅝ .010x⅛ C
64935H	3⅝ .020x⅛ C
64936H	3⅝ .030x⅛ C
64937H	3⅝ .040x⅛ C
65542HX	P-267AX .020
65543HX	P-267AX .030
65550HX	P-268AX .020
65551HX	P-268AX .030
66255HX	2965 Std.
66256HX	2965 .005
66257HX	2965 .010
66258HX	2965 .020
66259HX	2965 .040
66960HC	SA-84
66961HC	SA-82
66962HC	SA-83
66963HB	SA-81
66964HB	Six SA-84
66965HB	Six SA-82
66966HB	Six SA-83
66967HB	Six SA-81
68108HX	PA-171
70579H	3⅝ x 3/16 O.
70580H	3⅝ .010x3/16 O
70582H	3⅝ .030x3/16 O
70583H	3⅝ .040x3/16 O
70591H	3 5/16 x 3/32 Std. C
70592H	3⅝ .010x3/32 C
70593H	3⅝ .020x3/32 C
70594H	3⅝ .030x3/32 C

(Continued on next page)

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for INTERNATIONAL TRUCK & McCORMICK-DEERING TRACTORS

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
70595H	3 5/16 .040x3/32 C
73182H	3 3/4x1/8 Std. C
73183H	3 3/4 .010x1/8 C
73184H	3 3/4 .020x1/8 C
73185H	3 3/4 .030x1/8 C
73186H	3 3/4 .040x1/8 C
74052H	3 3/8 .010x1/8 O
74053H	3 3/8x1/8 Std.
74054H	3 1/2 .010x1/8 O
74055H	3 1/2x1/8 Std. O
74451HB	3 1/2x1/8 Std. C
74452H	3 1/2 .010x1/8 C
74453HA	3 1/2x1/8 Std. C
74454H	3 1/2 .010x1/8 C
74455H	3 3/8x1/8 Std. C
74455HB	3 3/8x1/8 Std. C
74456HB	3 3/8 .010x1/8 C
74457HA	3 3/8x1/8 Std. C
74458H	3 3/8 .010x1/8 C
75117HX	P-1248X Std.
75118HX	P-1248X .005
75119HX	P-1248X .010
75120HX	P-1248X .020
75121HX	P-1248X .030
75122HX	P-1248X .040
75123HA	W-9378 Std.
75124HA	W-9378 .003
75125HA	W-9378 .005
75126H	W-9378 .008
75127H	3x1/8 Std.
75128H	3 .010x1/8
75129H	3 .020x1/8
75130H	3 .030x1/8
75131H	3 .040x1/8
75132H	3x3/16 Std. O
75133H	3 .010x3/16 O
75134H	3 .020x3/16 O
75135H	3 .030x3/16 O
75136H	3 .040x3/16 O
75173HX	3204 Std.
75174HX	3204 .006
75175HX	3204 .020
75176HX	3204 .026
75177HX	3204 .030
75178HX	3204 .036
75179HX	3204 .060
77340H	3 5/16x3/32 Std. C
77342H	3 5/16 .020x3/32 C
77347HA	3 3/8 .020x1/8 C
77354HA	3 1/2 .020x1/8 C
77367H	4 1/8 x 1/8 C.
77368H	4 1/8x3/16 Std. O
77370H	5 1/8 .020 x 1/8 C.
77371H	4 1/8 .020x3/16 O
77373H	4 3/8 x 1/8 C.
77374H	4 3/8x3/16 Std. O
77377H	4 3/8 .020x3/16 O
77378H	3 1/4x1/8 Std. C
77381H	3 1/4 .020x1/8 C
77392H	3 7/16x1/8 Std. C
77396H	3 7/16 .020x1/8 C
77401H	4 1/2 x 5/32 C.
77402H	4 1/2x3/16 Std. O
77404H	4 1/2 .020 x 5/32 C.
77405H	4 1/2 .020x3/16 O
77407H	5 x 5/32 C.
77408H	5x3/16 Std. O
77410H	5 .020 x 5/32 C.
77411H	5 .020x3/16 O
77420H	Set No. 1879 Std.
77421H	Set No. 1879 .015
77422H	Set No. 933 Std.
77423H	Set No. 933 .015
77451HB	3 1/2x1/8 Std. C
77571HX	2599 Std.
77574HX	2598 Std.
77607HAX	2951 Std.
77608HAX	2951 .006
77609HAX	2951 .020
77610HAX	2951 .026
77611HAX	2951 .030
77612HAX	2951 .036
77613HAX	2951 .060
79554H	3x1/8 Std. C
79555H	3 .010x1/8 C
79556H	3 .020x1/8 C
79557H	3 .030x1/8 C
79558H	3 .040x1/8 C
80171HB	V-1056
80172HB	V-1056 .010 O. S. Stem
80173HB	V-1056 .020 O. S. Stem
80558HBX	P-338AX Std.
80564HAX	P-308AX Std.
80567HBX	P-310AX Std.
80573HB	SA-77R
80574HB	Six SA-77R
80575HB	SA-105
80575HC	SA-105
80576HC	Six SA-105
80579HB	SA-76R
80580HB	Six SA-76R
80581HC	SA-99
80582HC	Six SA-99
86153H	3 3/8x3/32 Std. C
86154H	3 3/8 .010x3/32 C
86155H	3 1/2x3/32 Std. C
86156H	3 1/2 .010x3/32 C
86162H	3 3/8 .020x3/32 C
86163H	3 1/2 .020x3/32 C
90972H	W-9391 Std.
90973H	W-9391 .005
90974H	W-9391 .010
90975H	3 7/8x3/32 Std. C
90976H	3 7/8 .010x3/32 C
90977H	3 7/8 .020x3/32 C
90978H	3 7/8 .030x3/32 C
90979H	3 7/8 .040x3/32 C
90980H	3 7/8x1/8 Std. C
90981H	3 7/8 .010x1/8 C
90982H	3 7/8 .020x1/8 C
90983H	3 7/8 .030x1/8 C
90984H	3 7/8 .040x1/8 C
90985H	
90985HA	3 7/8x3/16 Std. O
90986HA	3 7/8 .010x3/16 O
90987H	3 7/8 .020x3/16 O
90988H	3 7/8 .030x3/16 O
90989H	3 7/8 .040x3/16 O
90992H	Set No. 927 Std.
90993H	Set No. 927 .015
91807HAX	P-1266X Std.
92371HX	P-330AX Std.
92372HX	P-330AX .005
92373HX	P-330AX .010
92374HX	P-331AX Std.
92374HAX	P-331AX Std.
92375HX	P-331AX .005
92375HAX	
92376HX	P-331AX .010
92376HAX	
93043H	3 1/2 .020x1/8 C
93052H	3 3/8 .020x1/8 C
93754H	PA-166
93755H	PA-185R
93756H	PA-218
93757H	PA-219
93758H	PA-184R
93759H	PA-170
93909H	G-401
93910H	G-400
93911H	V-1327N
93913H	M-610
93914H	VK-146
94861HX	2585 Std.
94863HX	2585 .020
94864HX	2585 .030
94866HX	2585 .060
94867HX	3204 Std.
94869HX	3204 .020
94870HX	3204 .030
94872HX	3204 .060
94883HAX	P-1266X .010
94884HAX	P-1266X .020
94885HAX	P-1266X .030
94886HAX	P-1266X .040
94944HX	3278 Std.
94946HX	3278 .020
94947HX	3278 .030
94949HX	3278 .060
96386HX	PA-287
107246H	3 9/16x3/32 Std. C
107248H	3 9/16 .020x3/32 C
107249H	3 9/16x1/8 Std. C
107251H	3 9/16 .020x1/8 C
107252H	3 9/16x3/16 Std. O
107324H	Set No. 926 Std.
107325H	Set No. 926 .01
116392HX	3365
116393HAX	3365 .030
116394HX	3365 .060
116396H	3 7/16x3/32 Std. C
116397H	3 7/16x1/8 Std. C
116399H	3 7/16 .020x3/32 C
116401H	3 7/16 .020x1/8 C
116428HX	3366
116429HAX	3366 .030
116430HAX	3366 .060
116434HX	3367
116435HAX	3367 .030
116436HAX	3367 .060
116440HX	3368
116441HAX	3368 .030
116442HAX	3368 .060
117181H	V-1326
118609HX	3301
118610HAX	3301 .030
118611HAX	3301 .060
118616HX	3302
118617HAX	3302 .030
118618HAX	3302 .060
118623HX	3303
118624HAX	3303 .030
118625HAX	3303 .060
118658HX	P-348AX
118676HX	P-349AX
118703HBX	3300 Std.
118705HX	3300
118706HBX	3300 .030
118707HBX	3300 .060
119904HX	P-267AX Std.
119905HX	P-267AX .005
119906HX	P-267AX .010
119913HX	P-268AX Std.
119914HX	P-268AX .005
119915HX	P-268AX .010
119922HX	P-332AX Std.
119923HX	P-332AX .005
119924HX	P-332AX .010
120561H	Set No. 1933 Std.
120562H	Set No. 1933 .020
121381H	WB-1957
122095H	3 3/8 .020x1/8
122096H	3 7/16x1/8 Std. O
122097H	3 7/16 .020x1/8 O
122098H	3 1/2 .020x1/8 O
122099H	3 3/4x1/8 Std. C
122100H	3 3/4 .020x1/8 C
122101H	3 3/4x1/8 Std. O
122102H	3 3/4 .020x1/8 O
122103H	4 1/2 .020x5/32 C
122104H	4 1/2 .020x5/32 C
122106H	5 .020x5/32 C
122107H	3x3/16 Std. O
122108H	3 .020x3/16 O
122109H	3 1/4x3/16 Std. O
122110H	3 1/4 .020x3/16 O
122111H	3 5/16x3/32 Std. O
122112H	3 5/16 .020x3/16 O
122113H	3 3/8x3/16 Std. O
122114H	3 3/8 .020x3/16 O
122115H	3 7/16x3/16 Std. O
122116H	3 7/16 .020x3/16 O
122117H	3 1/2x3/16 Std. O
122118H	3 1/2 .020x3/16 O
122119H	3 5/8x3/16 Std. O
122120H	3 5/8 .020x3/16 O
122121H	3 3/4x3/16 Std. O
122122H	3 3/4 .020x3/16 O
122123H	3 7/8x3/16 Std. O
122124H	3 7/8 .020x3/16 O
122159H	3 9/16x3/16 Std. O
122160H	3 9/16 .020x3/16 O
122875HX	P-346AX
122878HX	P-350AX
123605H	3 3/8x3/16 Std. O
123606H	3 3/8 .020x3/16 O
124547	M-7
125689HAX	3365 .030
125690HAX	3366 .020
125692HAX	3367 .020
125694HAX	3368 .020
125696HBX	3300 .020
125698HAX	3301 .020
125700HAX	3302 .020
125702HAX	3303 .020
126042HB	PA-301
128684H	SA-106
128685H	SA-107
128686H	Six SA-106
128687H	Six SA-107
128693HX	P-351AX

"C"—Compression Ring; "O"—Oil Ring; "Std."—Standard "S. F."—Semi-Finished.

for JOHN DEERE TRACTOR & COMBINE PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1925–27	D, 15-27 to Tractor 53388	2	6 1/2	8–5/16	2–5/16				1817
1928–46	D, 15-27 after Tractor 53388; DI Industrial; Type W No. 111 and 113 Stationary Engine	2	6 3/4	8–1/4	2–1/4				1841
1928–36	Combines No. 1, 2, 3, 17, 8-16 Cut (Herc. OX)	4	4	12–3/16	4–3/16	L805	4805		1805
1929–30	General Purpose Standard Tread to Serial 223802; Wide Tread to Serial 402039:	2	5 3/4						
	For Motors with Pistons having two Set Screws			6–3/16	2–3/16				1823
	For Motors with Pistons having one Set Screw			8–3/16	2–3/16				1827
1930–37	Combines No. 5, 5A, 15, 10-12 Cut. (Lycoming AFD)	4	3 3/4	12–3/16	4–3/16	L831	4831		1831
1931	General Purpose Standard Tread Serial 223802 to 226400; Wide Tread Serial 402039 to 403961:	2	6						
	For Motors with Pistons having two Set Screws			6–1/4	2–1/4				1905
	For Motors with Pistons having one Set Screw			8–1/4	2–1/4				1906
1932–37	Combine No. 7, 8-10 Cut (Lycoming D)	4	3 1/8	8–3/16	4–3/16	L907	4907		1907
1933–47	A, AN, ANH, AW, AWH; AI, AO, AR; Streamline AO	2	5 1/2	8–1/4	2–1/4		4844		1844
1934–42	B, BN, BW to Serial B60000; BI, BO, BR to Serial 329000	2	4 1/4	6–3/16	2–3/16	L809	4809		1809
1936	Combines No. 36, 36A, 36B, 16 1/2-20 Cut	4	4	12–5/32	8–5/32	L902	4902		1902
1937–38	Combines No. 5A, 35, 10-12 Cut (Herc. OOB)	4	3 3/4	12–1/8	4–3/16	L861	4861		1861
1936–46	No. 17, No. 36, 36A, 36B, 12-20 Cut (Herc. JXC Iron Pistons)	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1937–46	G, GM	2	6 1/8	8–1/4	2–1/4				1909
1937–46	Combines No. 6, 7, 33, 6-10 Cut (Herc. IXB)	4	3 1/4	8–1/8	4–3/16	L1312	5312		2312
1937–38	L to Serial 625000 (Herc. NXA)	2	3	4–1/8	2–3/16	L1310	5310		2310
1938–46	L after Serial 625000; LI, (Herc. NXB)	2	3 1/4	4–1/8	2–3/16	L1314	5314		2314
1938–39	Combines No. 5A, 35, 10-12 Cut (Herc. OOC)	4	4	12–1/8	4–3/16	L802	4802		1802
1939–46	H, HN, HNH, HWH	2	3 9/16	6–1/8	2–1/4	L961	4961		1961
1939–46	B, BN, BNH, BW, BWH; BI, BO, BR after Serial 329000	2	4 1/2	6–3/16	2–3/16	L2522	42522		12522
1939–46	Combines No. 5A, 9, 35, 10-12 Cut (Herc. QXC-5)	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
1940–46	LA; LU Power Unit	2	3 1/2	4–1/8	2–3/16	L960	4960		1960
1947	A	2	5 1/2	8–3/16	2–5/16		42594		12594
1947	General Purpose B, BN, BW (Gasoline)	2	4 11/16	8–3/16	2–5/16		42570		12570
1947	General Purpose B, BN, BW (Distillate)	2	4 11/16	6–3/16	2–5/16		42593		12593
1947	M (Gasoline)	2	4	2–1/8 4–5/32	2–1/4	L2613	42613		12613

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for JOHN DEERE TRACTOR & COMBINE
PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1928–46	D, 15-27 after Tractor 53388; DI Industrial; Type W No. 111 and 113 Stationary Engine	2	6¾	4–¼	1–¼	P-953X (See Note)	W-7044 W-9355	..... LR-71	WB-1758 .....
	☛NOTE: Late Style P-953X Piston is suitable either for Set Screw Type Pin W-7044 or Lock Ring Type Pin W-9355. Lock Ring Type used in production after Tractor Serial 130700.								
1928–36	Combines No. 1, 2, 3, 17, 8-16 Cut. (Herc. OX)	4	4	3–3/16	1–3/16	P-734X	W-6011	Osc.	.....
1930–37	Combines No. 5, 5A, 15, 10-12 Cut. (Lyc. AFD)	4	3¾	3–3/16	1–3/16	P-1028X	W-9191	Osc.	.....
1933–38	A, AN, AW to Serial 445510; AI, AO, AR to Serial 253656; Streamline AO to Serial AO-1062	2	5½	4–¼	1–¼	P-1120RX	W-9357	LR-76	.....
	☛Above models originally equipped with Pistons requiring Set Screw Type Pin. This type Piston has been discontinued. Use Assembly of Lock Ring Type Piston P-1120RX and Pin W-9357.								
1934–39	B, BN, BW to Serial B60000; BI, BO, BR to Serial 329000. (4¼ cyl. Dia.)	2	4¼	3–3/16	1–3/16	P-1130X	W-9286	LR-52	WB-1894
1936	Combines No. 36, 36A, 36B, 16½-20 Cut	4	4	3–5/32	2–5/32	P-1132X	W-9287	Plug	WB-1743
1936–46	1937-38 Combines No. 5A, 35, 10-12 Cut, 4 cyl. (Herc. OOB); 1936-46, No. 17; 1937-46 No. 36, 36A, 36B, 12-20 Cut, 6 cyl. (Herc. JXC)	4–6	3¾	3–⅛	1–3/16	P-1156X	W-9234	Osc.	WB-1874
1937–38	L to Serial 625000 (Herc. NXA)	2	3	2–⅛	1–3/16	P-1138X	W-9289	Osc.	.....
1937–46	G	2	6⅛	4–¼	1–¼	P-1214X	W-9346	LR-71	WB-1921
1937–46	1938-46 L after Serial 625000; LI, 2 cyl. (Herc. NXB); 1937-46 Combines No. 6, 7, 33, 6-10 Cut, 4 cyl. (Herc. IXB)	2–4	3¼	2–⅛	1–3/16	P-1139X	W-9290	Osc.	WB-1896
1938–39	A, AN, AW from Serial 445510 to 488000; AI, AO, AR from Serial 253656 to 260000; Streamline AO after Serial AO-1062. (Lock Ring Type)	2	5½	4–¼	1–¼	P-1120RX	W-9357	LR-76	.....
1938–39	Combine No. 5A, 35, 10-12 Cut, 4 cyl. (Herc. OOC)	4	4	3–⅛	1–3/16	P-1187X	W-9318	Osc.	.....
1939–40	B, BN, BNH, BW, BWH from Serial B60000 to B96000; BI, BO, BR after Serial 329000. (4½" cyl. dia.; 1.230" Dia. Pin)	2	4½	3–3/16	1–3/16	P-1254X	W-9380	LR-52	WB-1894
1939–46	H, HN, HNH, HWH	2	3 9/16	3–⅛	1–¼	P-1245X	W-9377	LR-74	WB-1930
1939–46	Combines No. 5A, 9, 35, 10-12 Cut (Herc. QXC-5)	6	3⅜	3–⅛	1–3/16	P-1201X	W-9334	Osc.	WB-1916
1940–46	A, AN, ANH, AW, AWH after Serial 488000; AI, AR, AO after 260000. (1¾" Dia. Pin)	2	5½	4–¼	1–¼	P-1257X	W-9382	LR-71	WB-1939
1940–46	LA; LU Power Unit	2	3½	2–⅛	1–3/16	P-1277X	W-9398	Osc.	WB-1952

for JOHN DEERE TRACTOR & COMBINE

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1925–30	D, 15-27 to Tractor 109944	2	V-394	V-394	G-179	G-179	.....	.....	VK-119
1928–36	Combines No. 1, 8-12 Cut; No. 2, 3, 17, 12-16 Cut (Herc. OX)	4	V-80	V-80	G-3	G-3	VS-188	VS-188	VK-46
1929–35	General Purpose Standard and Wide Tread; Orchard	2	V-803	V-803	.....	.....	.....	.....	.....
1930–37	Combines No. 5, 5A, 15, 10-12 Cut (Lyc. AFD)	4	V-822	V-823N	.....	.....	VS-159	VS-159	.....
1931–40	Type W No. 111 and 113 Stationary Engine	2	.....	.....	G-245	G-245	VS-277	VS-277	.....
1931–46	D after Tractor 109944; DI Industrial	2	V-793	V-793	G-245	G-245	VS-277	VS-277	VK-120
1933–39	A, AN, AW to Serial 488000; AI, AO, AR to Serial 260000; Streamline AO. (7/16" Dia. Valve Stems)	2	V-974	V-975N	G-284	G-284	VS-278	VS-278	VK-121
1934–40	B, BN, BNH, BW, BWH to Serial B96000; BI, BO, BR	2	V-1006	V-1007N	G-290	G-290	VS-290	VS-290	VK-87
1936	Combines No. 36, 36A, 36B, 16½-20 Cut	4	V-651	V-652N	G-292	G-292	VS-176	VS-176	.....
1936–46	1937-39 Combines No. 5A, 35, 10-12 Cut, 4 Cyl. (Herc. OOB, OOC); 1936-46 No. 17; 1937-46 No. 36, 36A, 36B, 12-20 Cut, 6 Cyl. (Herc. JXC)	4–6	V-868	V-869N	G-206	G-206	VS-231	VS-231	VK-86
1937–46	G	2	V-1191 → To Serial G9561-(1937-39)—Keeper Groove is 7/32" from End of Valve. V-1307 → After Serial G-9561; also for Earlier Tractors having Tappett Lever Shaft Brackets with Casting numbers F528R and F529R. Keeper Groove is 3/8" from End of Valve.						
				V-1192N	G-348	G-348	VS-338	VS-338	VK-120
1937–46	L, LI (Her. NXA, NXB); LA; LU Power Unit, 2 Cyl.; Combines No. 6, 7, 33, 6-10 Cut, 4 Cyl. (Herc. IXB)	2–4	V-1024	V-1025N	G-305 See Note	G-305 See Note	VS-298	VS-298	VK-127

NOTE: G-305 Valve Guide is for use in all above except Model "L" from Serial 631009 to 639999.

1939–46	H, HN, HNH, HWH	2	V-1279	V-1280N	G-378	G-378	VS-349	VS-349	VK-87
1939–46	Combines No. 5A, 9, 35, 10-12 Cut (Herc. QXC-5)	6	V-1166	V-1306N	G-305	G-305	VS-329	VS-329	VK-134
1940–46	A, AN, ANH, AW, AWH after Serial 488000; AR, AO after Serial 260000 (½" Dia. Valve Stems)	2	V-1296	V-1297N	G-388	G-388	VS-278	VS-278	VK-156

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1925–30	D, 15-27 to Tractor 94801 and from Tractor 94900 to 103106	2	2084	.090†	2534	.090†	....	....	2534	.090†	....	....	.....
	Bearing Shims	....	B-1608	3/16	B-1692	1/8	....	....	B-1692	1/8	....	....	.....
1928–36	Combines No. 1, 8-12 cut; No. 2, 3, 17, 12-16 Cut (Herc. OX)	4	....	....	2004	.090†	2004	.090†	2005	.090†	....	....	.....
	Bearing Shims	....	....	....	B-159	1/32	B-159	1/32	B-159	1/32	....	....	.....

2004 and 2005 are Upper Bearings, supplied only in undersize and NOT in standard size. Lower Bearings are poured in caps.

(Continued on next page)

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for JOHN DEERE TRACTOR & COMBINE MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
1929–35	1929-30 General Purpose Standard Tread to Tractor 224100; 1929-35 General Purpose Wide Tread	2	2346	.090	2644	.090†	....	....	2644	.090†	....	....	.....
	Bearing Shims	....	B-1567	3/16	B-1616	1/8	....	....	B-1616	1/8	....	....	.....
1931–35	General Purpose Standard Tread after Tractor 224100; Orchard	2	2346	.090	2645	.090†	....	....	2645	.090†	....	....	.....
	Bearing Shims	....	B-1567	3/16	B-1568	1/8	....	....	B-1568	1/8	....	....	.....
1931–46	D Tractor 94801 to 94900 and after 103106; DI Industrial; Type W No. 111 and 113 Stationary Engine	2	2470	.090†	2534	.090†	....	....	2534	.090†	....	....	.....
	Bearing Shims: To Engine 109943	....	B-1569	3/16	B-1692	1/8	....	....	B-1692	1/8	....	....	.....
1933–46	A, AI, AN, ANH, AO, AR, AW, AWH	2	....	....	2643	.090†	....	....	2643	.090†	....	....	.....
	Bearing Shims	....	B-1735	1/8	B-1738	1/8	....	....	B-1738	1/8	....	....	.....
1934–46	B, BI, BN, BNH, BO, BR, BW, BWH	2	....	....	2680	.090†	....	....	2681	.090†	....	....	.....
	Bearing Shims	....	B-1829	1/8	B-1830	1/8	....	....	B-1830	1/8	....	....	.....
1936	Combines No. 36, 36A, 36B, 16½-20 Cut	4	....	....	2709	.090†	2710	.090†	2711	.090†	....	....	.....
	Bearing Shims	....	B-1251B	9/64	B-906B	1/8	B-1249B	1/8	B-2939B	1/8	....	....	.....
1936–46	Combines No. 17, 36, 36A, 36B, 12-20 Cut. (Upper Halves Only) (Herc. JXC)	6	....	....	2499	.090	2500	.090	2501	.090	2502	.090	2–3–5–6
	Bearing Shims: Open Bolt Holes	....	B-2044	.010	B-2045	1/64	B-2575	1/64	B-2575	1/64	B-2045	1/64	2–3–5–6
	Closed Bolt Holes	....	B-2040	.010	B-2261	1/64	B-2039	1/64	B-2039	1/64	B-2261	1/64	2–3–5–6
1937–39	Combines No. 5A, 35, 10-12 Cut, (Upper Halves Only) (Herc. OOB, OOC)	4	....	....	2657	.090†	2657	.090†	2658	.090†	....	....	.....
	Bearing Shims	....	B-2040	.010	B-2041	.010	B-2041	.010	B-2041	.010	....	....	.....
1937–46	F, G	2	....	....	2931	.090†	....	....	2932	.090†	....	....	.....
	Bearing Shims	....	....	....	B-1995	1/8	....	....	B-1995	1/8	....	....	.....
1937–46	Combines No. 6, 7, 33, 6-10 Cut, (Upper Halves Only) (Herc. IXB)	4	....	....	2751	.090	2751	.090	2752	.090	....	....	.....
	Bearing Shims	....	B-2043	.010	B-2125	.010	B-2125	.010	B-2125	.010	....	....	.....
1939–41	L to Serial 640000 (Herc. NXB)	2	....	....	3236	.090	....	....	2752	.090	....	....	.....
1939–40	H, HN, HNH, HWH, to Serial H-21499	2	3214	See Note	....	....	....	....	....	....	....	....	.....
	☛3214 is available .002, .010 and .090 undersize.												
1939–46	Combines No. 5A, 9, 35, 10-12 Cut. (Herc. QXC-5)	6	2912	See Note	2785	See Note	2913	See Note	2914	See Note	2788	See Note	2–3–5–6
	Bearing Shims	....	B-2576	.010	....	....	B-2065	.010	B-2065	.010	....	....	.....
	☛2912 is available .002, .010, .020 and .060 undersize. 2785, 2788, 2913 and 2914 are available .002, .010, .020, .030 and .060 undersize.												

☛Bearings for right side of 2 Cyl. Motors are listed in "Front Main" Column, and those for left side are in "Rear Main" Column.

★Bearings marked † are supplied only in undersize and NOT in standard size.

Dimension following Shim stock number indicates thickness of Shim.

The Suffix "B" indicates the Shim is Babbitt Tipped.

for JOHN DEERE TRACTOR & COMBINE

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1936–46	Combines No. 17, 36, 36A, 36B, 12-20 Cut (Hercules JXC)	6	.....	.....	M-5 Impeller Key M-21 Thrust Washer 3/4" M-34 Impeller Pin M-195 Cork Washer M-196 Drive Gear Key
1937–39	Combines No. 5A, 35, 10-12 Cut (Hercules OOB, OOC)	4	.....	.....	M-5 Impeller Key M-8 Impeller Pin
1939–46	Combines No. 5A, 35, 10-12 Cut (Hercules QXC-5)	6	.....	.....	M-5 Impeller Key M-21 Thrust Washer M-34 Impeller Pin M-195 Cork Washer

for KAISER

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1946–48	K-100, K-101; K-481, K-482	6	3 5/16	12–3/32	12–5/32	L488	4888		788

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER Stock No.
1946–48	K-100, K-481, K-482	T-Slot Autothermic	3 5/16	PX-53 PX-54

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1946–48	K-100, K-101, K-481, K-482	6	3 5/16	2–3/32	2–5/32	P-392NX	W-9413	LR-46	.....

SYMBOLS USED IN CONNECTION WITH ENGINE NUMBERS DENOTE THE FOLLOWING:

"A" Engine factory fitted with .010 undersize Main and Connecting Rod Bearings.
"X" Engine factory fitted with .002 undersize Main Bearings.
"B" Engine factory fitted with .002 undersize Pistons.
"N" Engines factory fitted with .020 oversize Pistons.
"NX" Engines factory fitted with .020 undersize Main Bearings and .020 oversize Pistons.
"AB" Combination of "A" and "B".
"AN" Combination of "A" and "N".
"BX" Combination of "B" and "X".

☞ P-392NX is a Nelson Bohnalite Steel Strut Type Aluminum Piston.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1946–47	K-100, K-101	6	V-1363	V-1364N	G-374	G-374	VS-262	VS-262	VK-41
1948	K-481, K-482	6	V-1382	V-1383N	G-374	G-374	VS-262	VS-262	.....

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for KAISER

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1946–48	K-100, K-101, K-481, K-482.....	6	3447 3448	See Note	3508	See Note	3509	See Note	3510	See Note	3509	See Note	2–3

☞ 3447, used in Rods 1-3-5, and 3448, used in Rods 2-4-6, are available .001, .002, .010, .020 and .060 undersize.
3508, 3509 and 3510 are available .002, .010, .020 and .060 undersize.

INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number
200070	3508 Std.	200340	3508 .020	200362	3 5/16 .020 x 3/32 C.		
200071	3509 Std.	200341	3509 .020	200363	3 5/16 .030 x 3/32 C.		
200072	3510 Std.	200342	3510 .020	200364	3 5/16 .010 x 5/32 O.		
200105	3448 Std.			200365	3 5/16 .020 x 5/32 O.		
200106	3447 Std.	200346	3448 .001	200366	3 5/16 .030 x 5/32 O.		
200108	P-392N Std.	200347	3447 .001	201472	W-9413 .003		
200109	W-9413	200348	3448 .002	201473	W-9413 .005		
200110	LR-46	200349	3447 .002				
200111	3 5/16 x 3/32 C.	200350	3448 .010	201928	3508 .002		
200112	3 5/16 x 5/32 O.	200351	3447 .010	201929	3509 .002		
		200354	3448 .012	201930	3510 .002		
200130	V-1364N	200355	3447 .012	202062	3508 .004		
200131	V-1363	200357	P-392N .005	202063	3509 .004		
300132	G-374	200358	P-392N .010	202064	3510 .004		
200133	VS-262						
200337	3508 .010	200359	P-392N .020	203325	V-1383N		
200338	3509 .010	200360	P-392N .030	203326	V-1382		
200339	3510 .010	200361	3 5/16 .010 x 3/32 C.				

for KAYWOOD TRACTORS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1936–37	D (Herc. IXB)	4	3¼	8–⅛	4–3/16	L1312	5312		2312

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1936–37	D	4	3¼	Hercules IXB

for KENWORTH BUS & TRUCK

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1928–36	DH, 145, 184, 127, 2½-3T	6	4	Hercules WXC
1929–35	101, 125, 2-2½T	6	3¾	Hercules WXB
1930–38	127, 128, 2½-4T; 165, 184, 3T; 127SBT, 8T	6	4⅛	Hercules WXC2
1930–36	220, 3½T; 240, 4T; 186, 186-SDT, 4-5-10T	6	4½	Hercules YXC2
1932–35	101B, 2-2½T	6	3¾	Buda H298
1932–38	146B, 3-4T; 166, 166B, 3½-4T; 146SBT, 5-9T; 533, 534, 535	6	4 3/16	Buda K393
1932–38	88, 2-2½T; 89, 2½-3T; 90, 3-3½T; 89SW, 89SBT, 4-7T	6	3¾	Hercules JXC
1932–36	241, 241-SDT, 5-10T	6	4½	Hercules RXB
1933–35	87, 1½-2T	6	3⅝	Hercules JXB
1934–36	D146B, 3-4T; D-146-SBT, D-146-SW, 9T	6	4	Buda (Diesel) 6D-415
1934–36	D-146-C, 3-4T	4	4⅞	Cum. Diesel 4H
1934–36	D-241-C, 5-7T; D-241-SW, D-346-C, 10T	6	4⅞	Cum. Diesel 6H
1935	146, 3-4T	6	4	Hercules YXB2
1936–41	H-31, 600, 601, 611, Bus	6	4½	Hall-Scott 135
1936	C-24, Bus	6	4¼	Hercules WXC3
1936	241, 5-7T	6	4⅝	Hercules RXC
1937–46	510, 511, 512, 519, 520, 521, 522, 523, 524, 552, D-346-C, 10T	6	4⅞	Cum. Diesel HB6
1937–46	505, 506, 507, 508, 509, 514	4	4⅞	Cum. Diesel HB4
1937–48	525, 526, 536, 527, 528 (6 wh.); 541, 542 (4 wh.); 620 Bus	6	4½	Buda LO525
1938–41	529, 530, 531, 532, 539, 540	6	4⅜	Buda K428
1939–46	543, 544, 545, 546	6	4	Cum. Diesel AA6
1939–41	553, 554, 555, 556 Tr.; 621, 630, 631 Bus	6	4¼	Herc. WXLC3
1938–46	H-40 Bus	6	5	Hall-Scott 180
1941	610, Bus	6	5¼	Hall-Scott 190
1941–46	701, 702, 704, 712, 750	6	4¾	Hercules RXLD
1942–46	536, 537, 538	6	4	Waukesha 6BZR
1942–46	529, 530, 531, 532, 539, 540	6	4¼	Waukesha 6MZR
1947–48	521, 522, 523, 524, 548, 552	6	4⅞	Cum. Diesel HB600

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for KENWORTH BUS & TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1928–36	DH, 127, 145, 184, 2½-3 Ton (Herc. WXC):	6	4						
	For Iron Pistons			18–3/16	6–3/16	L1120	5120		2120
	For Aluminum Pistons			18–1/8	6–3/16	L858	4858		1858
1930–38	C-33, Bus, 241C, 346C, 385, 386C, 5-10 Ton (Hall-Scott 175)	6	5	18–3/16	12–3/16		5268		2268
1930–38	127, 127SBT, 128, 165, 184, 2½-8 Ton (Herc. WXC2):	6	4⅛						
	For Iron Pistons			18–3/16	6–3/16	L1352	5352		2352
	For Aluminum Pistons			18–1/8	6–3/16	L458	4458		758
1930–36	186, 186-SDT, 220, 240, 3½-10 Ton (Herc. YXC2):	6	4½						
	For Iron Pistons			18–3/16	6–3/16	L1359	5359		2359
	For Aluminum Pistons			18–1/8	6–3/16	L497	4497		797
1932–35	101B, 2-2½ Ton (Buda H298)	6	3¾	18–1/8	6–3/16	L1388	5388		2388
1932–38	146B, 146SBT, 166, 166B, 533, 534, 535, 3-9 Ton (Buda K393):	6	4 3/16						
	For Early Type Pistons			18–5/32	6–3/16	L1408	5408		2408
	For Late Type Pistons			18–1/8	6–¼	L1409	5409		2409
1932–36	166A, 3½-4 Ton (Hall-Scott 147)	6	4	18–1/8	6–3/16	L884	4884		1884
1932–38	88, 89, 90, 89SW, 89SBT, 2-7 Ton (Herc. JXC):	6	3¾	18–1/8	6–3/16	L862	4862		1862
1932–36	241, 241-SDT, 5-10 Ton (Herc. RXB):	6	4½						
	For Aluminum Pistons			18–1/8	6–3/16	L497	4497		797
	For Late 5-Ring Pistons			24–1/8	6–3/16	L920	4920		1920
1933–35	87, 1½-2 Ton (Herc. JXB):	6	3⅝						
	For Iron Pistons			18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1934–36	D146-B, D146-SBT, D146-SW, 3-9 Ton (Buda Diesel 6D-415)	6	4	18–1/8					
				6–3/16	12–3/16	L1422	5422		2422
1934–48	D-241-C, D-241-SW, D-346-C, 510, 511, 512, 519, 520, 521, 522, 523, 524, 548, 552, 5-10 Ton (Cummins Diesel 6H, HB6, HB600):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1935	146, 3-4 Ton (Herc. YXB2)	6	4	18–3/16	6–3/16	L1120	5120		2120
1936–41	H-31, 600, 601, 611, Bus (Hall-Scott 135):	6	4½						
	For 4-Ring Pistons			18–1/8	6–¼	L1261	5261		2261
	For Pistons with two 1/8" and one 3/16" Comp. Rings			12 1/8					
				6–3/16	12–3/16	L1262	5262		2262
	For Pistons with one 1/8" Comp. Ring			18–1/8	12–3/16	L929	4929		1929
1936	C-24, 553, 554, 556, TR-621, 630, 631 Bus (Herc. WXC3, WXLC3)	6	4¼	18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1936–40	C21, RE-1, 513, 622, 631, Bus (Herc. JXDM)	6	4	18–1/8	6–3/16	L858	4858		1858
1936	241, 5-7 Ton (Herc. RXC):	6	4⅝						
	For 4-Ring Iron Pistons			18–3/16	6–3/16		5330		2330
	For 5-Ring Aluminum Pistons			24–1/8	6–3/16		4921		1921
1936–41	89SBT (6 WH.) 536, 537, 538, 7 Ton (Herc. JXCM)	6	3¾	18–1/8	6–3/16	L862	4862		1862

(Continued on next page)

for KENWORTH BUS & TRUCK
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1937–43	505, 506, 507, 508, 509, 514 (Cummins Diesel HB4):	4	4 7/8						
	From Engine No. 9300 to Engine No. 14993...			12–1/8	4–3/16		5170		2170
	After Engine No. 14993			12–1/8	8–3/16		5172		2172
1937–48	525, 526, 527, 528, 536 (6 WH.), 541, 542, 586, 587, 829 (4 WH.) 620 Bus (Buda-LO525):	6	4 1/2						
	For 4-Ring Pistons			18–5/32	6–1/4	L386	4386		686
	For 5-Ring Pistons			18–1/8	6–1/4 6–3/16	L1441	5441		2441
1938–41	529, 530, 531, 532, 539, 540 (Buda K428):	6	4 3/8						
	For 4-Ring Iron Pistons with one 3/16" Oil Ring			18–3/16	6–3/16	L1357	5357		2357
	For 4-Ring Iron Pistons with one 1/4" Oil Ring			18–1/8	6–1/4	L1286	5286		2286
				Chrome Rebore-Rebuild Set C5286					
	For 3-Ring Aluminum Pistons			12–1/8	6–3/16	L1437	5437		2437
	For 4-Ring Iron Pistons with two 3/16" Oil Rings			12–1/8	12–3/16	L1438	5438		2438
1938–42	H40, 751 (Hall-Scott 180):	6	5						
	For 5-Ring Aluminum Pistons two 1/4" Oil Rings			18–3/16	12–1/4		5269		2269
	For 5-Ring Aluminum Pistons one 1/4" and one 3/16" Oil Rings			18–5/32	6–1/4 6–3/16		5270		2270
	For 4-Ring Aluminum Pistons with one 5/16" Oil Ring			18–1/8	6–5/16		5271		2271
	For 4-Ring Aluminum Pistons with two 1/4" Oil Rings			12–5/32	12–1/4		5272		2272
	For 4-Ring Aluminum Pistons with one 1/4" Oil Ring			18–5/32	6–1/4		5273		2273
1939–42	543, 544, 545, 546 (Cummins Diesel AA600):	6	4						
	For 5-Ring Iron Pistons			18–3/32	12–5/32	L1163	5163		2163
	For 5-Ring Aluminum Pistons			18–1/8	12–3/16	L949	4949		1949
1941–47	610, 730, 752 W-1 Bus (Hall-Scott 190):	6	5 1/4						
	For 4-Ring Aluminum Pistons			6–3/32 12–1/8	6–1/4		5279		2279
	For 5 Ring Pistons			18–5/32	6–5/16 6–3/16		42502		12502
	For 6-Ring Pistons			24–1/8	6–5/16 6–3/16		5274		2274
1941–42	711 (Hall Scott 176):	6	5 1/4						
	For 5-Ring Piston			18–3/16	6–1/4 6–3/16		5275		2275
	For 4-Ring Piston			24–1/8	6–5/16 6–3/16		5274		2274
1941–42	602 (Hall Scott 130):	6	4 1/4						
	For 4-Ring Piston			18–1/8	6–1/4	L932	4932		1932
				Chrome Rebore-Rebuild Set C4932					
	For 5-Ring Piston			12–1/8 6–3/16	12–3/16	L1259	5259		2259
1941–42	701, 702, 704, 712, 750 (Herc. RXLD)	6	4 3/4	18–1/8	12–3/16		5025		2025
1942–46	529, 530, 531, 532, 539, 540 (Wauk. 6MZR):	6	4 1/4						
	For 3-Ring Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Iron & Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1947	K-9 Bus (I.H.C. RED 450)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					

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for KOHLER

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
.....	Light Plant.....	4	2	3–9/64	1–9/64	P-1149-X	W-9301	LR-56	.....
.....	5KW Light Plant.....	4	3	2–1/8	1–3/16	P-1090X	W-9255	LR-57	WB-1917

for LAFAYETTE—See NASH

for LA-FRANCE—REPUBLIC TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width Comp. Rings	Number and Width Oil Rings	Piston Ring Set Numbers Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expander (Iron)
1939–43	EH5B, EH5D, EH6B, EH6D, EJ5B, EJ5D, EJ6B, EJ6D, 3-5½ Ton (Wauk. 6BZ):	6	4	3–1/8	1–3/16	L848	4848		1848
1939–43	FH5B, FH5D, HH7 (Wauk. 6MZR):	6	4¼						
	3-Ring Iron Pistons.....			12–3/16	6–3/16	L456	4456		756
	4-Ring Iron & Aluminum Pistons.....			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1939–43	KH2, MH5, 6-8 Ton (Wauk. 6SRKR):	6	4⅝						
	3-Ring Iron Pistons.....			12–¼	6–¼		4470		770
	4-Ring Iron & Aluminum Pistons.....			18–5/32	6–3/16		4471		771
1939–43	KH2, KH5, MH5, 5-8½ Ton (Wauk. 6SRLR). .	6	4⅜	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					

MOTOR PARTS

☛After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1939–43	EH5B, EH5D, EH6B, EH6D, EJ5B, EJ6B, EJ6D, 3-5½ Ton.....	6	4	Waukesha 6BZ
1939–43	FH5B, FH5D, HH7.....	6	4¼	Waukesha 6MZR
1939–43	KH2, MH5, 6-8 Ton.....	6	4⅝	Wauk. 6SRKR
1939–43	KH2, KH5, MH5, 5-8½ Ton.....	6	4⅜	Wauk. 6SRLR

for LASALLE Listed with Cadillac

for LE MOON TRUCK

MOTOR PARTS

☛After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–38	HB-30, 3T; HB-46, HB56, HB60, 6 wh., 501, 4-8T; 600, 607, 700, 701, 4-6T; 800, 801, 802, 5-7T; 900, 6-8T; 806, 607SW251, 5-10T.....	6	4⅜	Waukesha 6SRL
1931–38	HWB-120-Six wh., 1200, 10-12T; HWB200, 12T; 1100, 5T; 1100, 1100D, Industrial Tractor.....	6	5	Waukesha 6RB
1932–38	1200D, 10-12T; 6 wh.....	6	4⅞	Cum. Diesel 6H
1932–39	500, 505, 506, 507, 518, 4-5T; 507SW151, 507SBD1000 (6 wh.), 4-8T.....	6	4⅛	Waukesha 6MK
1934–39	508, 510, 4-5T.....	6	4	Waukesha 6-110
1935–38	406, 407, 408, 418, 3-4T; 407SW75, 2-5T; 407SW151, 3-6T.....	6	3¾	Waukesha 6BK
1935–38	206, 207, 208, 218, 2T; 306, 307, 2½-3½T.....	6	3½	Waukesha 6BL
1935–39	610, 5-6T; 900, 907, 7-8T.....	6	4⅜	Waukesha 6-125
1937–39	308, 318, 2½-3½T.....	6	3⅝	Waukesha 6BM

for LE ROI MOTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	CCT, THR, TR, TRP	2	3 3/8	4–3/16	2–3/16	L2536	43536		12536
	D71	4	2 3/4	8–3/32	4–3/16	L1224	5224		2224
	D123	4	3 1/8	8–3/16	4–3/16	L907	4907		1907
	D133	4	3 1/4	8–1/8	4–3/16	L824	4824		1824
	D176	4	3 3/4	12–1/8	4–3/16	L861	4861		1861
	D201	4	4	12–1/8	4–3/16	L802	4802		1802
	D318, D382	4	4 1/2	12–1/8	4–3/16	L1186	5186		2186
	D471	4	5	12–5/32	4–3/16		5187		2187
	E	4	2 7/8	8–5/32	4–5/32	L1227	5227		2227
	F, FH, FR	1	3 1/2	2–3/16	1–3/16	L1188	5188		2188
	J1:	4	4 1/4						
	For 3-Ring Pistons			8–1/4	4–1/4	L910	4910		1910
	For 4-Ring Pistons			12–1/4	4–1/4	L840	4840		1840
	JA, JA1	4	4 1/2	8–1/4	4–1/4	L897	4897		1897
	JAS	6	4 1/2	12–1/4	6–1/4	L1194	5194		2194
	JS:	6	4 1/4						
	For 3-Ring Pistons			12–1/4	6–1/4	L371	4371		671
	For 4-Ring Pistons			18–1/4	6–1/4	L1192	5192		2192
	JMS	6	4 3/4	12–1/4	6–1/4		5196		2196
	JMI:	4	4 3/4						
	For 3-Ring Pistons			8–1/4	4–1/4		5087		2087
	For 4-Ring Pistons			12–5/32	4–1/4		5050		2050
	K, KP, 2677, W, WP, WCP, WRP, WW3, Light Plant	4	2 3/4	8–3/16	4–3/16	L1197	5197		2197
	L	4	5 1/4	8–5/16	4–5/16		5230		2230
	LS	6	5 1/4	12–5/16	6–5/16		5231		2231
	R, RP, RH, RHP, RHPR, RR, RRP (Pistons No. 8-1 and No. 8-11)	1	3 1/8	2–3/16	1–3/16	L1228	5228		2228
	RA, RAP	4	5	12–1/4	4–1/4		4409		709
	RAS (1/4" Ring Grooves)	6	5	18–1/4	6–1/4		5015		2015
	RAS (5/16" Ring Grooves)	6	5	18–5/16	6–5/16		5206		2206
	RA1, RA2C	4	5 1/4	12–1/4	4–1/4		5100		2100
	RA1S	6	5 1/4	18–1/4	6–1/4		5202		2202
	RA2	4	5 1/2	12–1/4	4–1/4		4413		713
	RA2S:	6	5 1/2						
	4-Ring Pistons			18–1/4	6–1/4		5204		2204
	5-Ring Pistons			18–1/4	12–1/4		5205		2205
	RA-4, RA-4P:	4	6						
	4-Ring Pistons			12–1/4	4–1/4				712
	5-Ring Pistons			12–1/4	8–1/4				2233
	RA-4S, RA-4SP:	6	6						
	4-Ring Pistons			18–1/4	6–1/4				2234
	5-Ring Pistons			18–1/4	12–1/4				2235

(Continued on next page)

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for LE ROI MOTOR

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	RB, RBP:	4	6						
	3-Ring Pistons			8–5/16	4–5/16				2207
	5-Ring Pistons			16–5/16	4–5/16				2208
	RX, RXC:	4	6 1/2						
	3-Ring Pistons			8–3/8	4–3/8				2209
	4-Ring Pistons			12–5/16	4–5/16				2210
	RX, RXP, RXC	4	6 1/2	12–1/4	4–1/4				729
	RXO (1/4" Ring Grooves)	4	6 1/4	12–1/4	4–1/4				2217
	RXO, RXOP (5/16" Ring Grooves)	4	6 1/4	12–5/16	4–5/16				2236
	RXOS (1/4" Ring Grooves)	6	6 1/4	18–1/4	6–1/4				2218
	RXOS, RXOSP (5/16" Ring Grooves)	6	6 1/4	18–5/16	6–5/16				2237
	RXOSV, RXOSVP:	12	6 1/4						
	1/4" Ring Grooves			36–1/4	12–1/4				2239
	5/16" Ring Grooves			36–5/16	12–5/16				2240
	RXOV (1/4" Ring Grooves)	8	6 1/4	24–1/4	8–1/4				2219
	RXOV, RXOVP (5/16" Ring Grooves)	8	6 1/4	24–5/16	8–5/16				2238
	RXS:	6	6 1/2						
	3-Ring Pistons			12–3/8	6–3/8				2213
	4-Ring Pistons			18–5/16	6–5/16				2214
	RXS, RXSP	6	6 1/2	18–1/4	6–1/4				753
	RXSV, RXSVP:	12	6 1/2						
	1/4" Ring Grooves			36–1/4	12–1/4				2246
	5/16" Ring Grooves			36–5/16	12–5/16				2247
	3Ring Pistons			24–3/8	12–3/8				2248
	RXV, RXVP:	8	6 1/2						
	1/4" Ring Grooves			24–1/4	8–1/4				2243
	5/16" Ring Grooves			24–5/16	8–5/16				2244
	3-Ring Pistons			16–3/8	8–3/8				2245
	RX1	4	6 3/4	12–5/16	4–5/16				2211
	RX-1, RX-1C, RX-1P:	4	6 3/4						
	4-Ring Pistons			12–1/4	4–1/4				2249
	3-Ring Pistons			8–3/8	4–3/8				2250
	RX1S	6	6 3/4	18–5/16	6–5/16				2212
	RX-1S, RX-1SP	6	6 3/4						
	4-Ring Pistons			18–1/4	6–1/4				2251
	3-Ring Pistons			12–3/8	6–3/8				2252
	RX-1SV, RX-1SVP:	12	6 3/4						
	5/16" Ring Grooves			36–5/16	12–5/16				2256
	1/4" Ring Grooves			36–1/4	12–1/4				2257
	3-Ring Pistons			24–3/8	12–3/8				2258
	RX1V	8	6 3/4	24–1/4	8–1/4				2216
	RX-1V, RX-1VP:	8	6 3/4						
	5/16" Ring Grooves			24–5/16	8–5/16				2253
	1/4" Ring Grooves			24–1/4	8–1/4				2216
	3-Ring Pistons			16–3/8	8–3/8				2255
	S, SH, SP, SR	2	3 1/8	4–3/16	2–3/16	L1220	5220		2220
	V, VR, VRP, VP (Piston No. 8-171)	2	2 7/8	4–1/8	2–3/16	L1226	5226		2226

(Continued on next page)

for LE ROI MOTORS

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	VRP (Piston No. 8-123)	2	2 7/8	4–5/32	2–5/32	L1221	5221		2221
	X, XF, XRF, XP, XR, XRP (8-171)	4	2 7/8	8–1/8	4–3/16	L1222	5222		2222
	Y, YP, YCP, YRP	2	2 3/4	4–3/16	2–3/16	L1198	5198		2198
	YF3-1	2	2 3/4	4–1/8	2–3/16	L1223	5223		2223
	Z	1	2 7/8	2–5/32	1–5/32	L1225	5225		2225

PISTON, PIN & SLEEVE ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
	CR, 2C, 2577, 4 cyl.; CM, M, MH, MP, MR, 2 cyl., R, RH, RP, RR, 1 cyl.	1-2-4	3 1/8	2–3/16	1–3/16	P-807RX			
	D201	4	4						
	Standard or Medium Compression for Low Grade Fuel					SA-86 With two PR-23 Packing Rings.			
				3–1/8	1–3/16	P-1122X	W-9280	Osc.	WB-1888 WB-1889
	Super Power or High Compression for Gasoline (Alum. Piston)					SA-127 with two PR-23 Packing Rings.			
				3–1/8	1–3/16	P-391AX	W-9280	Osc.	
	K, KP, 2677, W, WP, WCP, WRP, WW3 Light Plant, 4 cyl.; Y, YP, YCP, YRP, 2 cyl.	2–4	2 3/4	2–3/16	1–3/16	P-1148X	W-9300		WB-1900
	X, XF, XRF, XP, XR, XRP (8-123)	4	2 7/8	2–1/8	1–3/16		W-9300		WB-1900

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
	CT, CR, 2C, 2577, K, KP, 2677, 4 cyl.; CM, M, MH, MP, MR, S, SH, SP, SR, TR, TRP, 2 cyl.; R, RH, RP, RR, 1 cyl.	1-2-4	2072	.090†	1803	.090†	....	....	1804	.090†	....	....	
	Bearing Shims for Model CT	....	B-1775B	1/8	B-1774B	1/8	B-1774B	1/8	B-1774B	1/8	....	....	
	Bearing Shims for Model 2C	....	B-370	1/32	B-374	1/32	B-374	1/32	B-374	1/32	....	....	
	D140, F209	6	3497	.060	3498	.060	3498	.060	3498	.060	....	....	
	D201	4	2760 2907	See Note	2646	See Note	2647	See Note	2647	See Note	....	....	
	Bearing Shims	....	B-2009	.008	B-2010	.008	B-2398	.008	B-2398	.008	....	....	

☞ 2760, for use in Early Motors, has 2″ Inside Diameter.
2907, for use in Later Motors, has 2 3/8″ Inside Diameter.
2760 and 2907 are available .002, .010, .020 and .060 undersize.
2646 and 2647 are available .002 and .020 undersize.

★Bearings marked † are supplied only in undersize and not in Standard size.
Dimension following Shim Stock numbers indicate thickness of Shim. The Suffix "B" indicates the Shim is Babbitt Tipped.

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for LE ROI MOTOR

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
.....	CT, CR, 2C, D123, 2577, K, KP, 2677, 4 cyl.; CM, M, MH, MP, MR, S, SH, SP, SR, TR, TRP, 2 cyl.; R, RH, RP, RR, 1 cyl.	1-2-4	.....	.....	G-271	G-271	VS-260	VS-260	.....
.....	D201	4							
	Valves with 7/16" Long Keeper Groove.		V-976	V-977N	G-326	G-285	VS-279S	VS-279S	VK-44
	Valves with Narrow Keeper Groove.		V-1271	V-1272N	G-326	G-285	VS-342	VS-342	VK-149
.....	WW3 Light Plant, 4 cyl.; VRP, 2 cyl.	2-4	V-1039	V-1039	.....	.....	.....	.....	.....

for LINCOLN-ZEPHYR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1934–37	V12, (All Models except Zephyr.) (136" and 145" Wh. Base)	12	3 1/8	24–1/8	24–5/32	L358	4358		658
1936–37	Zephyr 901, HB (Steel Pistons)	12	2 3/4	24–3/32	12–5/32	L242	4242	1542	542
1938–39	Zephyr 86H, 96H (Alum. Pistons)	12	2 3/4	24–3/32	12–3/16	L243	4243	1543	543
1940–48	Zephyr, Continental 06H, 16H; Custom 168H, 76H, 876H.	12	2 7/8	24–3/32	12–3/16	L328	4328	1628	628
1942–46	Zephyr, Continental 26H; Custom 268H, 66H ...	12	2 15/16	24–3/32	12–3/16	L359	4359		659
1949	Lincoln, Cosmopolitan	8	3 1/2	16–3/32	16–3/16	L2609	42609		12609

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1936–39	All Models, 12 cyl.	Slipper	2 3/4	PX-45
1940–41	All Models, 12 cyl.	Slipper	2 7/8	PX-46
1942–46	All Models, 12 cyl.	Slipper	2 15/16	PX-55

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1936–39	Zephyr 901, HB, 86H, 96H	12	2 3/4	2–3/32	1–3/16	P-307AX	W-9372	LR-42	WB-1918
	For Factory Steel Pistons	....	....	2–3/32	1–5/32	.....	W-9331	LR-63	WB-1918
	☛ P-307AX is a Special Aluminum T-Slot Cam Ground Robot Type Dome Head Piston.								
1940–48	Zephyr, Continental 06H, 16H; Custom 168H; 76H, 876H.	12	2 7/8	2–3/32	1–3/16	.....	W-9373	LR-63	WB-1918
1942–46	Zephyr, Continental 26H; Custom 268H, 66H.	12	2 15/16	2–3/32	1–3/16	.....	W-9373	LR-63	.....
1949	Lincoln, Cosmopolitan.	8	3 1/2	16–3/32	16–3/16	P-400AX	W-9419	LR-86	.....

for LINCOLN & LINCOLN ZEPHYR

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1936–37	Zephyr 901, HB	12	V-1077-S. V-1077-S Super Valve with Eatonite Face.						
			V-942	V-942	G-275	G-275	VS-330	VS-330	VK-116
							Valve Guide Retainer →		VK-143R
1938–48	Zephyr 86H, 96H; Continental 06H, 16H, 26H; Custom 168H, 268H, 66H, 76H, 876H	12	V-1077-S. V-1077-S Super Valve with Eatonite Face.						
			V-942	V-942	G-275	G-359	VS-343	VS-343	VK-116
							Valve Guide Retainer →		VK-143R
	☞ V-942 is available with Stem .015" longer than Standard. Order V-942L.								
1949	Lincoln, Cosmopolitan	8	V-1386	V-1387N	G-421	G-421	VS-373	VS-373	.....

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1936–41	Zephyr 901, HB, 86H, 96H, 06H, 16H; Continental 06H, 16H; Custom 168H	12	2903 (12 Used)	See Note	2904	See Note	2905	See Note	2906	See Note	2905	See Note	3
	Camshaft Bearings	....	....	....	MB-53		MB-54		MB-55		MB-54		3
	☞ 2903 is available .002, .010, .020, .030 and .050 Undersize.												
1942–48	Zephyr, Continental 26H; Custom 268H; 66H to Engine No. 138051; 76H, 876H	12	3459	See Note	2904	See Note	2905	See Note	2906	See Note	2905	See Note	3
	Camshaft Bearings	....	....	....	MB-53		MB-54		MB-55		MB-54		3
	☞ 3459 Copper Alloy Super Bearing is available .002, .010, .020, .030 and .060 undersize. 2904, 2905 and 2906 are Copper Alloy Super Bearings, and are available .002, .020 and .050 Undersize. MB-53, MB-54 and MB-55 are Precision Type Camshaft Bearings, and are supplied only in finished or standard size.												
1949	Lincoln, Cosmopolitan	8	3536	See Note	3537	See Note	3538	See Note	3539	See Note	....	....	.....
											....	....	.....
	☞ 3536, 3537, 3538 and 3539 are available .002, .010, .020, .030 and .060 undersize.												

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1936–39	Zephyr 901, HB, 86H, 96H	12	.....	PA-245	.....
1940	Zephyr 06H to Motor No. H91345	12	.....	.....	PS-200 Shaft PB-262 Rear Bushing M-535 Gasket M-536 Bearing M-537 Bearing Felt M-543 Complete Seal M-545 Outer Bearing Lock Ring M-546 Shaft Lock Ring M-33 Groove Pin (2 used)
1940–48	Zephyr, Continental 06H after Motor No. H91345; 16H, 26H; Custom 168H, 268H, 66H, 76H, 876H	12	.....	PA-242	.....

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for LINCOLN & LINCOLN ZEPHYR

INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number
86-H6110A	P-307AX	06H-6152C	2 7/8 x 3/32 C .015	H-6211F	2903 .020	H-8511B	PS-200
H-6135B	W-9331	06HS-6152C	2 3/4 .030 x 3/32 C	26H-6211A	3459 Std.	06H-8511	PS-226
				80L-6211A	3536 Std.	06H-8512B	PL-202
06H-6135	W-9373	86H-6152C	2 3/4 .030 x 3/32 C	80L-6331A	3539 Std.	H-8520B	PB-262
78-6140	LR-63	96H-6152C	2 3/4 .030 x 3/32 C	H-6337C	2906 Std.	H-8530	M-536
HS-6149A	Set No. 1542 Std.	96HS-6152C	2 3/4 .030 x 3/32 C			H-8537	M-545
HS-6149B	Set No. 1542 .015	06H-6152D	2 7/8 .030 x 3/32 C	H-6337D	2906 1 1/2		
06HS-6149A	Set No. 1628 Std.	HS-6153A	2 3/4 x 5/32 O	H-6337E	2906 .040	H-8539	M-546
06HS-6149B	Set. No. 1628 .015	06HS-6153A	2 7/8 x 3/16 O	H-6337F	2906 .020	H-8542	M-537
96HS-6149A	Set No. 1628 Std.	26H-6153A	2 15/16 x 3/16 O	H-6338C	2904 Std.	34030-S7	M-171
96HS-6149B	Set No. 1543 .015	96H-6153A	2 3/4 x 3/16 O	H-6338D	2904 1 1/2	352503-S8	M-33
96HS-6149C	Set No. 1543 .030	96HS-6153A	2 3/4 x 3/16 O	H-6338E	2904 .040		
06HS-6149C	Set No. 1628 .030	HS-6153B	2 3/4 .015 x 5/32 O	H-6338F	2904 .020		
				80L-6338A	3537 Std.		
26H-6150A	2 15/16 x 3/32 C	06H-6153B	2 7/8 x 3/16 O	H-6342C	2905 Std.		
H-6150B	2 3/4 x 3/32 C	06HS-6153B	2 7/8 .015 x 3/16 O	H-6342D	2905 1 1/2		
06H-6150B	2 7/8 x 3/32 C	96H-6153B	2 3/4 .015 x 3/16 O	H-6342E	2905 .040		
06H-6150C	2 7/8 x 3/32 C .015	96HS-6153B	2 3/4 .015 x 3/16 O				
06H-6150D	2 7/8 x 3/32 C .030	96H-6153C	2 3/4 .030 x 3/16 O	H-6342F	2905 .020		
H-6150C	2 3/4 .015 x 3/32 C	06H-6153C	2 7/8 x 3/16 O	80L-6342A	3538 Std.		
H-6150D	2 3/4 .030 x 3/32 C	06HS-6153C	2 7/8 .030 x 3/16 O	06H-6505A	V-942		
06HS-6152A	2 7/8 x 3/32 C	96HS-6153C	2 3/4 .030 x 3/16 O	40-6505B	V-942		
26H-6152A	2 15/16 x 3/32 C	06H-6153D	2 7/8 .030 x 3/16 O	8EL-6505	V-1386		
				8EL-6507	V-1387N		
86H-6152A	2 3/4 x 3/32 C	86H-6153D	2 3/4 x 3/16 O	86H-6509A	G-359		
96H-6152A	2 3/4 x 3/32 C	H-6153E	2 3/4 x 5/32 O	40-6510A	G-275		
96HS-6152A	2 3/4 x 3/32 C	86H-6153E	2 3/4 .015 x 3/16 O	06H-6512	VK-143R		
06H-6152B	2 7/8 x 3/32 C	H-6153F	2 3/4 .015 x 5/32 O	78-6513	VS-330		
06HS-6152B	2 1/8 .015 x 3/32 C	86H-6153F	2 3/4 .030 x 3/16 O	86H-6513	VS-343		
86H-6152B	2 3/4 .015 x 3/32 C	H-6211C	2903 Std.	40-6514B	VK-116		
96H-6152B	2 3/4 .015 x 3/32 C	H-6211D	2903 1 1/2				
96HS-6152B	2 3/4 .015 x 3/32 C	H-6211E	2903 .040	H-8507	M-535		

for LINN TRACTOR

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1933–40	4-33, 4-35, 4-37	4	6	Waukesha HL
1934–46	D-33, D-35, D-37, DA-10	6	4 7/8	Cum. Diesel 6HA & 6HB
1935–46	6-35, 6-37, 6A-10	6	5	Waukesha 6RB
1935–46	6H-35, 6H-37, HA10	6	5 3/4	Hercules HXE
1936	D-35, 10 Ton	6	4 7/8	Cum. Diesel 6H
1941–46	C-5	6	4 5/8	Hercules YXC-3
1941–46	6A10	6	5	Hercules HXB

for LINN TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1933–40	4-33, 4-35, 4-37, (Wauk. HL)	4	6	12–1/4	4–1/4				715
1935–42	6-35, 6-37, 6A-10, (Wauk. 6RB)	6	5	18–5/32	6–3/16		4445		745
1934–42	D-33, D-35, D-37, DA-10, (Cum. Diesel 6HA and 6HB):	6	4 7/8						
	To Engine No. 9300			24–1/8	6–3/16		5174		2174
	After Engine No. 9300 for 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	After Engine 9300 for 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1935–42	6H-35, 6H-37, HA-10, (Herc. HXE)	6	5 3/4	18–5/32	6–1/4				2305
1941–42	C-5, (Herc. YXC-3):	6	4 5/8						
	For Iron Pistons			18–3/16	6–3/16		5330		2330
	For 4-Ring Aluminum Pistons			18–1/8	6–3/16		5362		2362
	For 5-Ring Aluminum Pistons			24–1/8	6–3/16		4921		1921
1941–42	6A-10, (Herc. HXB)	6	5	18–5/32	6–1/4		5273		2273

for LYCOMING MOTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	A, DXU, K, KA, KB, KC, KM, KN	4	3 1/2	8–3/16	4–3/16	L832	4832		1832
	AEF	8	3 3/4	16–1/8	8–1/8 8–3/16	L963	4963		1963
	AEG	8	3 3/4	32–5/32	8–1/4	L451	4451		751
	AFD, AFE	4	3 3/4	12–3/16	4–3/16	L831	4831		1831
	ASA, ASB	6	3 5/8	12–1/8	12–3/16				1965
	ASD	6	3 3/4	12–1/8 6–3/16	6–3/16				1966
	ASE	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
	BB, BF	12	3 1/8	24–1/8	12–1/8 12–3/16	L967	4967		1967
	CE	4	3 11/16	12–1/8	4–1/8	L968	4968		1968
	CF	4	3 5/8	12–1/8	4–1/8	L969	4969		1969
	CF	6	3 5/8	18–1/8	6–1/8	L970	4970		1970
	CT to Engine CT33810	4	3 3/4	12–1/8	4–1/8	L971	4971		1971
	CT after Engine CT33810; CTM	4	3 3/4	12–1/8	4–3/16	L861	4861		1861
	CUWM	4	4	12–3/16	4–3/16	L973	4973		1973
	C4, C4W, C4WM	4	4	8–3/16	4–3/16	L822	4822		1822
	D	4	3 1/8	8–3/16	4–3/16	L907	4907		1907
	DC	4	3 5/16	8–1/8	4–3/16	L976	4976		1976
	FB	8	3 1/2	16–3/32	16–5/32	L977	4977		1977

(Continued on next page)

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for LYCOMING MOTOR

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	FD, HD, HDK, MD, MDA, MDE, MDG, MDK, MDV:	8	3 1/4						
	For Aluminum Pistons			16–1/8	16–3/16	L978	4978		1978
	For Iron Pistons			24–1/8	8–3/16	L980	4980		1980
	FF, FFA	8	3 3/8	16–1/8	8–1/8 8–3/16	L251	4251		551
	GF, GG, GFD, GFC, GGC	8	3 1/16	16–1/8	8–1/8 8–3/16	L985	4985		1985
	GR to Engine 21690; GS:	8	2 7/8						
	For Aluminum Pistons			16–1/8	8–3/16	L280	4280		580
	For Iron Pistons			16–1/8	16–1/8	L988	4988		1988
	GR after Engine 21690:	8	2 7/8	16–1/8	8–1/8 8–3/16	L991	4991		1991
	GT	8	2 3/4	16–1/8	16–1/8	L995	4995		1995
	GU, GC, GUC:	8	3						
	For Aluminum Pistons			16–1/8	8–1/8 8–3/16	L227	4227		527
	For Iron Pistons			24–1/8	8–3/16	L997	4997		1997
	H, 2H	8	3 1/8	24–1/8	8–1/8	L998	4998		1998
	HF, HFA, HFB, UC	8	3 3/8	16–1/8	16–3/16	L1001	5001		2001
	SA, SAH, SLH, 4SLM; 4SL after Engine 4SL-26996:	6	3 1/4						
	For Aluminum Pistons			12–1/8	12–3/16	L981	4981		1981
	For Iron Pistons			18–1/8	6–3/16	L1326	5326		2326
	SB	6	3 3/8	12–1/8	12–3/16	L1000	5000		2000
	SC	6	3 1/8	12–1/8	6–1/8 6–3/16	L292	4292		592
	TF:	6	3 5/8						
	Lock Ring Type Pin			12–3/16	12–3/16	L1003	5003		2003
	Set Screw Type Pin			18–3/16	6–3/16	L1004	5004		2004
	TH	6	3 1/2	18–1/8	6–3/16	L1005	5005		2005
	TS	6	3 7/8	18–3/16	6–3/16				2006
	UE, AE, AEC, AED	8	3 3/4	16–1/8	16–3/16				2008
	WNP	6	2 9/16	12–1/8	12–1/8	L1009	5009		2009
	WR to Engine 9392; WS, WT:	6	2 7/8	12–1/8	6–3/16	L305	4305		605
	WR after Engine 9392; WRG, WRGM, WRP	6	2 7/8	12–1/8	6–1/8 6–3/16	L993	4993		1993
	WSG, WTG:	6	3	12–1/8	6–1/8 6–3/16	L979	4979		1979
	2S	6	3 1/8	18–1/8	6–1/8	L999	4999		1999
	4SL to Engine 4SL-15624; 4S, 4SG, 4SM, 4SP	6	3 1/4	12–1/8	12–1/8	L1010	5010		2010
	4SL, Engine 4SL-15624 to 4SL-26996	6	3 1/4	18–1/8	6–3/16	L293	4293		593
	4H, 4HM	8	3 1/4	16–1/8	16–1/8	L1011	5011		2011
	300 HP Marine Diesel; UF	12	4 3/4	36–1/8	24–3/16		5012		2012

for LYCOMING MOTOR

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
.....	AFD, AFE	4	3¾	3–3/16	1–3/16	P-1028X	W-9191	Osc.	.....

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
.....	DC	4	....	....	3444	.060	3445	.060	3446	.060	....	....	.....

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
.....	AFD, AFE	4	V-822	V-823N	.....	.....	VS-159	VS-159	VK-18
.....	FB, GC, GF, GG, GU after Engine 75381, GUC, 8 cyl.; WF, 6 cyl.	6–8	.....	.....	.....	.....	.....	.....	VK-84
.....	2H, 8 cyl.; 2S, 4S, 4SG, 4SM; 4SL, 4SLM, 6 cyl.	6–8	.....	.....	.....	.....	VS-159	VS-159	.....

for MACK BUS & TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1916–38	AC, AK, 3½-15 Ton and TT; AC Bus (AC Motor):	4	5						
	For 3-Ring Pistons			8–¼	4–¼		4402		702
	For 4-Ring Pistons			12–¼	4–¼		4409		709
1922–36	AB, BB, BC, 1½-6 Ton and TT; AB, AL, Bus (AB Motor)	4	4¼	8–3/16	4–3/16	L1016	5016		2016
1929–34	AP, APDR, 7½-15 Ton and TT (AP Motor):	6	5						
	For 3-Ring Pistons			12–¼	6–¼		5007		2007
	For 4-Ring Pistons			18–¼	6–¼		5015		2015
1929–36	BC, BM, CH, 3-6 Ton and TT; BC Bus (BC, CE Motors):	6	4	12–⅛	6–⅛ 6–3/16	L1017	5017		2017
1929–36	AB6, BF, BG, EC, EH, 1½-5 Ton and TT; CG, CW, BG Bus (BG Motor to No. BG51-49): ...	6	3⅝	12–⅛	6–⅛ 6–3/16	L876	4876		1876
				Chrome Rebore-Rebuild Set C4876					
1932–38	AC, AC6, AK, AK6, BQ, 5-15 Ton; BK, BT, Bus (BQ Motor)	6	4¾	12–⅛	12–3/16		5020		2020
1932–41	BC, BX, BXS, CJ, 3-10 Ton; BC, CL, CQ, CX, Bus (BX, CF Motors):	6	4¼						
	For Iron Piston			12–3/16	12–3/16	L883	4883		1883
				Chrome Rebore-Rebuild Set C4883					
	For Aluminum Piston			18–⅛	12–3/16	L1026	5026		2026
1935–40	BX, CJ, 3-10 Ton; CL, CQ, CT Bus (CT Motor) (For 5-Ring Pistons)	6	4½	18–⅛	12–3/16	L929	4929		1929
1935–41	BF, EB, EM, EQ, EQU, ES, 2-4 Ton; CW, CY, Bus (CU and EN 354 Motors) (For Aluminum Pistons)	6	3⅞	18–⅛	12–3/16	L829	4829		1829
				Chrome Rebore-Rebuild Set C4829					
1936–37	Junior 1M, 1MA, 2M6A, 2M6AS, 10M, 10MA, 10MB, 10MF, 10MX, 11M, ½-1½ Ton (MR209 Motor)	6	3 3/16	18–3/32	6–¼	L857	4857		1857

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for MACK BUS & TRUCK
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1936–37	Junior 2M4A (MR140 Motor)	4	3 3/16	12–3/32	4–1/4	L850	4850		1850
1936–37	Junior 20M, 20MA, 20MB, 20MX, 21M, 21MT, 30M, 30MA, 30MB, 30MS, 30MT, 30MTA, 30MTX, 30MX, 31M, 31MDR, 31MS, 31MT, 1½-3 Ton; Junior 90M, 90MA, 90MX, 90MTA, 90MTX, Bus (MR228, MR268 Motors):	6	3 3/8						
	For Pistons having ¼" Oil Rings			18–3/32	6–1/4	L851	4851		1851
	For Pistons having One 5/32" and One 3/16" Oil Ring			12–3/32	6–5/32 6–3/16	L1021	5021		2021
1936–37	Junior 90MS, 90MSX, 90MTS, 90MTSX, Bus (MR309 Motor):	6	3 5/8						
	For Pistons having ¼" Oil Rings			18–3/32	6–1/4	L950	4950		1950
	For Pistons having One 5/32" and One 3/16" Oil Ring			12–3/32	6–5/32 6–3/16	L859	4859		1859
1936–39	BG, EC, EH, EHU, EM, EMU, ER, 1½-3 Ton; CG, CW, CY, Bus. (BG Motor after BG51-50) (For Iron Pistons)	6	3 5/8	12–1/8	6–1/8 6–3/16	L876	4876		1876
				Chrome Rebore-Rebuild Set C4876					
1937–39	EJ (EJ Motor)	6	3 1/2	18–3/32	6–1/4	L830	4830		1830
1937–41	BM, CH, 3-5½ Ton (CE Motor):	6	4						
	For 4-Ring Pistons			12–1/8	6–1/8 6–3/16	L1017	5017		2017
	For 5-Ring Pistons			18–1/8	12–3/16	L1028	5028		2028
1938–42	EE, EEU, NB, 1½-4 Ton; CBE; SE Bus (FO, EN253 Motor)	6	3 1/2	18–1/8	12–3/16	L871	4871		1871
				Chrome Rebore-Rebuild Set C4871					
1938–42	EF, EFU, EFX, EH, EHU, EM, EMU, ER, 1½-3 Ton; CBH; SH, Bus 2-7 Ton; CBF; SF Bus (FM, EN271, BG, EN310 Motor)	6	3 5/8	18–1/8	12–3/16	L875	4875		1875
				Chrome Rebore-Rebuild Set C4875					
1938–42	EG, EES, EGU, EFT, Type 40 Fire Apparatus, 3-7½ Ton; CBG; L25 Bus (FK, EN290 Motors)	6	3 3/4	18–1/8	12–3/16	L877	4877		1877
				Chrome Rebore-Rebuild Set C4877					
1939–42	ED (EN11 Motor)	6	3 3/16	18–3/32	6–1/4	L857	4857		1857
1939–47	DE (EN 12 Motor)	6	3 5/16	24–1/8	6–1/4	L2581	42581		12581
1939–44	CO, LC, LD, Bus (EO, EN519 Motors)	6	4 3/8	18–1/8	12–3/16	L448	4448		748
1939–47	LH, LM, LMT, LMU, LMUT, LMSW, LMUSW, FK; CO, CM, Bus (EP, EN611 Motors)	6	4 3/4	18–1/8	12–3/16		5025		2025
1939–47	LH, LMT, LMUT, LMX, NM, NM3, NO; CM, Bus (EY, EN707 Motors)	6	5	18–1/8	12–3/16		4956		1956
				Chrome Rebore-Rebuild Set C4956					
1939–46	BMD, BXD, CO, CM, Bus, CJD, LJ, LJU, LJT, LJUT, LJX, LM, LMU, LMSW, LMUSW (ED and END519 Diesel)	6	4 3/8	18–1/8	12–3/16	L448	4448		748
1940–41	L25 (CE or EN 330 Motor)	6	4	18–1/8	12–3/16	L1028	5028		2028
1940–44	LH, LJ, LJT, LJX, LM, LMT, LMX, LF, LFT, LFX; Six-wheel LF, LH, LM; Chain-Drive FT; 4-15 Ton (EN457 Motor)	6	4 1/4	18–1/8	12–3/16	L1026	5026		2026

(Continued on next page)

for MACK BUS & TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1940–41	EHS, EHUS (EN-354 Engine)	6	3 7/8	18–1/8	12–3/16	L829	4829		1829
	Chrome Rebore-Rebuild Set						C4829		
1940–41	EQ, EMT, LH, LJ, LJT, LJX, LM, LMT, LMX, LF, LFSW, LFT, LFX; Six-Wheel LH, LM, LF; Chain-Drive FT; 4-15 Ton (EN, END405 Motor) Diesel	6	4	18–1/8	12–3/16	L1028	5028		2028
1940–46	EQ, EMT, FT, LF, LFT, LFSW, LFX, LJ, LJU, LJX; Six-Wheel LF; Chain-Drive FT; 4-15 Ton (EN431 Motor)	6	4 1/8	18–1/8	12–3/16	L1030	5030		2030
1940–46	EQ, EMT, LJ, LJU, LJX, LF, LFT, LFSW, LFX; Six-Wheel LF; Chain-Drive FT; 4-15 Ton (EN471 Motor)	6	4 5/16	18–1/8	12–3/16	L1031	5031		2031
1941	NJU-1, NJU-2, 6 Ton (EN532 Engine)	6	4 17/32	18–1/8	12–3/16		4925		1925
1941	LH, LM, LMT, LMU, LMUT, LMSW, LMUSW; CO, CM, Bus (END605 Diesel)	6	4 5/8	18–1/8	12–3/16		5033		2033
1941–46	LJ, LJU, LM, LMU, LMSW, LMUSW; LC, LD, Bus; LJT, LJUT (EN510):	6	4 7/16						
	For 4-Ring Piston			18–1/8	6–3/16	L493	4493		793
	For 5-Ring Piston			18–1/8	12–3/16	L1032	5032		2032
1942–46	LH, LM, LMT, LMU, LMUT, LMSW, LMUSW; CO, CM, Bus (END605 Diesel)	6	4 5/8	6–3/32 12–1/8	12–3/16		5036		2036
1942–46	LJ, LJU, LJT, LJX, LJUT, LM, LMU, LMSW, LMUSW (ED, END519 Diesel)	6	4 3/8	6–3/32 12–1/8	12–3/16	L1035	5035		2035
1942–46	EQ, EMT, FT, LF, LFSW, LFT, LFX, LJ, LJT, LJX, LM, LMT, LMX (EN, END405) Diesel	6	4	6–3/32 12–1/8	12–3/16	L1034	5034		2034
1945–47	EHS, EHT, EQ, EQU, EMD, EMT, FP, CBK, CBL, RB, RC(EN 354A Engine)	6	3 7/8	6–3/32 12–1/8	12–3/16	L1038	5038		2038
	Chrome Rebore-Rebuild Set						C5038		
1946–47	C41, C45 Buses (EN 672 Engine)	6	4 7/8	6–3/32 12–1/8	12–3/16	L2572	42572		12572
1946	LJ, LJT, LJSW, LMSWM (EN 707A Engine)	6	5	6 3/32 12–1/8	12–3/16		42616		12616
1947	(EN510A Motor)	6	4 7/16	6–3/32 12–1/8	12–3/16	L2565	42565		12565

PISTON SKIRT EXPANDERS

YEAR	MODE .S	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1936–37	Junior 1M, 1MA, 2M6A, 2M6AS, 10M, 10MA, 10MB, 10MF, 10MX, 6 cyl.; Junior 2M4A (MR140 Motor), 4 cyl.	T-Slot	3 3/16	PX-22

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PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1916–38	AC, AK, 3½-15 Ton & TT; AC Bus (AC Motor), 4 cyl.; AP, APDR, 7½-15 Ton & TT (AP Motor, 1929-34), 6 cyl.	4–6	5	2–1/4 3–1/4	1–1/4 1–1/4	....	W-7002 W-7002	Osc. Osc.	WB-1241 WB-1241
1922–36	AB, BB, BC, 1½-6 Ton & TT; AB, AL Bus (AB Motor), 4 cyl.; BJ, 3-4 Ton; AL Bus (AL Motor, 1928-29), 6 cyl.	4–6	4¼	2–3/16	1–3/16	.....	W-7071	Osc.	.....
1929–36	BC, BM, CH, 3-6 Ton & TT; BC Bus (BC, CE Motors)	6	4	2–1/8	1–1/8 1–3/16	P-1037X Plug Spacer (1/64" Thick) →	W-9200	PP-2 M-265	WB-1837 WB-1858
	☛P-1037X is a Gray Iron Piston.								
1929–36	AB6, BF, BG, EC, EH, 1½-5 Ton & TT; CG, CW, BG Bus (BG Motor to No. BG51-49)	6	3 5/8	2–1/8	1–1/8 1–3/16	P-1188X	W-9199	LR-64	WB-1860
				2–1/8	1–1/8 1–3/16	P-233AX Plug Spacer (1/64" Thick) →	W-9199	PP-1 M-264	WB-1860 .....
	☛P-1188X is a Gray Iron Piston; P-233AX is a Heavy Duty Aluminum Piston.								
1930–35	BL, 1-2 Ton (BL Motor)	6	3¼	2–1/8	1–1/8 1–3/16	..... Plug Spacer (1/64" Thick)—	.....	PP-1 M-264	WB-1860 .....
1931–34	AC6, AK6, BJ, 5-9 Ton & TT; BK, BT Bus (BK Motor)	6	4½	2–3/16 3–3/16	1–3/16 1–3/16	..... →For Dropped Ring Type Piston.	W-9225	PP-3	.....
1932–41	BC, BX, BXS, CJ, 3-10 Ton; BC, CL, CQ, CX Bus (BX, CF Motors)	6	4¼	2–3/16	2–3/16	P-1106X Plug Spacer (1/64" Thick) →	W-9266	PP-2 M-265	WB-1881 WB-1858
				3–1/8	2–3/16	P-380AX Plug Spacer (1/64" Thick) →	W-9266	PP-2 M-265	WB-1858
1935–41	BF, EB, EM, EQ, EQU, ES, EHS, EHUS, 2-4 Ton; CW, CY Bus (CU and EN354 Motors)	6	3 7/8	3–1/8	2–3/16	P-264ARX Plug Spacer (1/64" Thick) →	W-9330	PP-1 M-264	WB-1860 .....
	☛P-264ARX is a Heavy Duty Aluminum Piston.								
1936–40	BX, CJ, 3-10 Ton; CL, CQ, CT, CX Bus (CT Motor)	6	4½	3–1/8	2–3/16	P-366AX	.....	PP-8	WB-1858
1936–37	Junior 1M, 1MA, 2M6A, 2M6AS, 10M, 10MA, 10MB, 10MF, 10MX, 11M, ½-1½ Ton (MR 209 Motor), 6 cyl.; Junior 2M4A (MR140 Motor), 4 cyl.	4–6	3 3/16	3–3/32	1–1/4	P-222AX	W-9295	LR-53	WB-1877
	☛P-222AX is a T-Slot Cam Ground Original Type Piston.								

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for MACK TRUCK

PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1936–37	Junior 20M, 20MA, 20MB, 20MX, 21M, 21MT, 30M, 30MA, 30MB, 30MS, 30MT, 30MTA, 30MTX, 30MX, 31M, 31MDR, 31MS, 31MT, 1½-3 Ton; Junior 90M, 90MA, 90MX, 90MTA, 90MTX, Bus. (MR228, MR268 Motors)	6	3⅜	3–3/32	1–¼	P-213AX	W-9163	LR-13	WB-1803 (2 Used)
				2–3/32	1–5/32 or 1–3/16	Use Piston P-213AX	W-9163	LR-13	WB-1803 (2 Used)
	☛P-213AX is a T-Slot Cam Ground Original Type Piston.								
1936–37	Junior 90MS, 90MSX, 90MTS, 90MTSX Bus (MR309 Motor)	6	3⅝	3–3/32	1–¼	.....	W-9264	LR-13	WB-1803 (2 Used)
				2–3/32	1–5/32 or 1–3/16	P-178AX	W-9264	LR-13	WB-1803 (2 Used)
	☛P-178AX is a T-Slot Cam Ground Optional Piston.								
1936–39	BG, EC, EH, EHU, EM, EMU, ER, 1½-3 Ton; CG, CW, CY, Bus. (BG Motor after BG51-50)	6	3⅝	2–⅛	1–⅛ or 1–3/16	P-1188X (See Note)	W-9199	LR-64	WB-1860
	☛NOTE: P-1188X is a Gray Iron Original Type Piston. For motors which have been converted to use Aluminum Pistons, use P-329AX.								
1937–39	EJ (EJ Motor)	6	3½	3–3/32	1–¼	P-265AX	W-9350	LR-13	WB-1803 (2 Used)
	☛P-265AX is a T-Slot Cam Ground Original Type Piston.								
1937–41	BM, CH, 3-5½ Ton. (CE Motor)	6	4	2–⅛	1–⅛ or 1–3/16	.....	W-9200	PP-2	WB-1837 / WB-1858
						Plug Spacer (1/64" Thick) →	M-265		
1938–42	EE, EEU, NB, 1½-4 Ton; CBE; SE Bus (FO, EN253 Motor)	6	3½	3–⅛	2–3/16	P-277AX	W-9352	LR-74	WB-1923
	☛P-277AX is a Heavy Duty Aluminum Piston.								
1938–42	EF, EFU, EFX, 2-7 Ton; CBF; SF Bus (FM, EN271 Motor)	6	3⅝	3–⅛	2–3/16	P-278AX	W-9146	LR-74	WB-1923
	☛P-278AX is a Heavy Duty Aluminum Piston.								
1938–42	EG, EGU, EFT, EES, 3-7½ Ton; Type 40 Fire Apparatus; CBG; L25 Bus (FK, EN290 Motors)	6	3¾	3–⅛	2–3/16	P-326AX	W-9283	LR-74	WB-1923
	☛P-326AX is a Heavy Duty Aluminum Piston.								
1939–42	ED (EN 11 Motor)	6	3 3/16	3–3/32	1–¼	P-222AX	W-9295	LR-53	WB-1877
	☛P-222AX is a T-Slot Cam Ground Original Type Piston.								
1939–47	LH, LM, LMT, LMU, LMUT, LMSW, LMUSW, FK; Special Six Wheel LH, LM, LMU, Special Chain Drive FJ. CO, CM Bus (EP, EN611 Motors)	6	4¾	3–⅛	2–3/16	P-364AX	.....	LR-89	WB-1954

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PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1939–47	LH, LMT, LMUT, LMX, NM, NM3, NO; Special Chain Drive FK, CM Bus (EY, EN707 Motors)	6	5	3–1/8	2–3/16	P-365AX	.....	PP-7	WB-1954
1940–42	EH, EHU, EM, EMU, ER, 1½-3 Ton; CBH, SH, Bus (BG, EN310 Motors)	6	3 5/8	3–1/8	2–3/16	P-329AX	W-9199	PP-1	WB-1860
						Plug Spacer (1/64" Thick) →		M-264	.....
	☞ P-329AX is a Heavy Duty Aluminum Piston.								
1940–44	LH, LJ, LJT, LJX, LM, LMT, LMX, LF, LFT, LFX; Six-Wheel LF, LH, LM; Chain-Drive FT; 4-15 Ton (EN457 Motor)	6	4 1/4	3–1/8	2–3/16	P-373AX	.....	.....	.....
1941	NJU-1, NJU-2, 6 Ton (EN532 Motor)	6	4 17/32	3–1/8	2–3/16	.....	.....	PP-2	WB-1858
						Plug Spacer (1/64" Thick) →		M-265	.....
1941–47	LJ, LJU, LM, LMU, LMSW, LMUSW; LC, LD, Bus; LJT, LJUT. (EN510 Motor)	6	4 7/16	3–1/8 3–1/8	1–3/16 2–3/16	P-379AX	.....	PP-9	.....

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1929–33	BC, BM, 3-6 Ton; BC Bus (BC Motor)	6	.....	.....	G-210	G-210	VS-264	VS-264	.....
1929–35	AB, BF, BG, 1½-5 Ton; BG, CG Bus (BG Motor); BL, 1-2 Ton (BL Motor—Flat Face Valves—Horseshoe Type Keeper)	6	.....	.....	G-327	G-327	VS-320	VS-320	.....
1932–41	BX, BXS, 4-15 Ton; BC, CL, Bus (BX Motor); BM, BC, CH, 2-6 Ton. (CE Motor); BX, BXS, CJ, FH, 3-7½ Ton; CL, CQ, CX, Bus (CF, CT Motors) Flat Face Valves	6	.....	.....	G-210	G-210	VS-264	VS-264	VK-136
	30° Face Valves	....	V-1158	V-1159N	G-210	G-210	VS-264	VS-264	VK-142
	☞ VK-136 Split Type Keeper used originally in motors after 1935.								
1935	BF, BG, 1½-4 Ton; CG, CW, Bus (BG Motor—Flat Face Valves—Split Type Keeper)	6	.....	.....	G-327	G-327	VS-320	VS-320	VK-135
1935–41	BF, BG, EC, EH, EHT, EHU, EM, EMU, ER, 1½-4 Ton; CG, CW, CY, Bus (BG and EN310 Motors); BF, EB, EQ, EQU, ES, EHS, EHUS, 2-4 Ton; CW, CY, Bus (CU and EN354 Motors—Valves with 30° Face Angle)	6	V-1091-S Super Valve with Eatonite Face.						
			V-1160	V-1115N	G-327	G-327	VS-320	VS-320	VK-135
1936–37	Junior 1M, 1MA, 2M6A, 2M6AS, 10M, 10MA, 10MB, 10MF, 10MX, 11M, ½-1½ Ton (MR209, 3 3/16" Motor)	6	V-1026	V-1027N	G-306	G-306	VS-346	VS-346	VK-41
1936–37	Junior 20M, 20MA, 20MB, 20MX, 21M, 21MT, 1½-2 Ton (MR228 3 3/8" Motor)	6	V-1037	V-1038N	.....	.....	VS-261	VS-261	VK-84
1936–38	Junior 30M, 30MA, 30MB, 30MS, 30MT, 30MTA, 30MTX, 30MX, 31M, 31MDR, 31MS, 31MT, 2-3 Ton; Junior 90M, 90MA, 90MS, 90MX, 90MSX, 90MTA, 90MTS, 90MTX, 90MTSX, Bus (MR268, 3 3/8" and MR309, 3 5/8" Motors) EJ, (EJ, 3½" Motor)	6	V-931	V-932N	G-52	G-52	VS-261	VS-261	VK-84

(Continued on next page)

for MACK TRUCK

VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1937	Junior 2M4A (MR140, 3 3/16" Motor, 4 cyl.)	4	V-1026	V-1027N	G-306	G-306	VS-339	VS-339	VK-147
1938–41	EE, EES, EEU, EF, EFU, EG, EGU, NB; Type 40 Fire Apparatus, 1½-3 Ton, L25 Bus. (FO, FM, FK Motors)	6	V-1197	V-1198N	G-352	G-352	VS-340	VS-340	VK-148
1939–42	ED (EN11 Motor)	6	V-1273	V-1274N	.....	.....	VS-369	VS-369	VK-41
1939–41	CO, LC, LD, Bus. (EO, EN510 Motor)	6							
	5.4 Comp. Ratio	....	V-1345	V-1351N	.....	.....	.....	.....	.....
1939–46	DE (EN12 Motor)	6	V-1273	V-1274N	G-374	G-374	VS-369	VS-369	VK-41
1939–46	BMD, BXD, CJD, LJ, LJU, LJT, LJUT, LM, LMU, LMSW, LMUSW, LJX; CO, CM, Bus. (ED, ED519, END519 Motor)	6	V-1341	V-1347N	.....	.....	.....	.....	.....
1939–47	LMT, LMUT, LMX, LH; CM, Bus. (EY, EN707 Motor)	6							
	5.35 Comp. Ratio	....	V-1342	V-1348N	.....	.....	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....
	5.85 Comp. Ratio	....	V-1344	V-1350N	.....	.....	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....
1939–47	LH, LM, LMT, LMUT, LMU, LMSW, LMUSW; CM, CO, Bus; FK. (EP, EN611 Motor)	6							
	5.4 Comp. Ratio	....	V-1344	V-1350N	.....	.....	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....
1940–44	EQ, EMT, LH, LJ, LJT, LJU, LJX, LM, LMT, LMX, LF, LFT, LFX; Six Wheel LF, LH, LM; Chain Drive FT, 4-15 Ton. (EN457 Motor)	6							
	5 and 5.17 Comp. Ratio	....	V-1346	V-1352N	G-410	G-411	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....
	5.32, 5.56 and 5.82 Comp. Ratio ..	....	V-1343	V-1349N	G-410	G-411	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....
1940–44	EMT, EQ, LH, LJ, LJT, LJU, LJX, LM, LMT, LMX, LF, LFSW, LFT, LFX; Six Wheel LH, LM, LF: Chain Drive FT, 4-15 Ton. (EN405 Motor)	6							
	4.58 and 4.7 Comp. Ratio	....	V-1346	V-1352N	G-410	G-411	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....
	4.84, 5.05 and 5.29 Comp. Ratio...	....	V-1343	V-1349N	G-410	G-411	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....

(Continued on next page)

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for **MACK TRUCK**

VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1941	NJU-1, NJU-2, 6 Ton (EN532 Motor)	6	V-1158	V-1159N	.....	.....	VS-264	VS-264	VK-142
1941–46	EN330 Motor.....	6	V-1197	V-1198N	.....	G-352	VS-340	VS-340	VK-148
1941–44	EQ, EMT, LJ, LJU, LJX, LF, LFT, LFX; Six Wheel LF; Chain Drive FT, 4-15 Ton; LFSW. (EN431 Motor).....	6							
	4.78 and 4.9 Comp. Ratio.....	....	V-1346	V-1352N	G-410	G-411	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....
	5.05, 5.27 and 5.5 Comp. Ratio....	....	V-1343	V-1349N	G-410	G-411	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....
1941–42	EQ, EMT, LF, LFT, LFSW, LFX, LJ, LJU, LJX; Six Wheel LF; Chain Drive FT, 4-15 Ton (EN471 Motor).....	6							
	5.11 and 5.23 Comp. Ratio.....	....	V-1346	V-1352N	G-410	G-411	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....
	5.4, 5.63 and 5.88 Comp. Ratio....	....	V-1343	V-1349N	G-410	G-411	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....
1941–47	EQ, EMT, FT, LF, LFT, LFX, LJ, LJU, LJT, LJUT, LJX, LM, LMU, LMSW, LMUSW; LC, LD, Bus. (EN510 Motor).....	6							
	5.48 Comp. Ratio.....	....	V-1346	V-1352N	G-410	G-411	VS-367 Inner VS-366 Outer	VS-367 Inner VS-366 Outer	.....
1946–48	EHS, EHT, EQ, EQU, EMD, EMT, FP, 8-12 ton, CBK, CBL, RB, RC Bus 3½ Ton (EN 354A Motor)....	6	V-1356-S Super Valve with Eatonite Face.						
				V-1355N	G-414	G-414	VS-370	VS-370	VK-152

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1916–29	AC, 3½-15 Ton & TT (AC Motor)..	4	1260	.090†									
			2404	.090†	1465	.090†	1466	.090†	1467	.090†	....	....	.....
	Bearing Shims	....	B-540	⅛	B-541	⅛	B-542	⅛	B-543	⅛	....	....	.....
	☛2404 used in tubular rods; use 1260 in other rods.												
1927–30	AL, BK Bus; BJ, 3-4 Ton (AL, BK Motors).....	6	2395	.090†	2217	.090†	2218	.090†	2219	.090†	2220	.090†	3
	Bearing Shims	....	B-1286B	⅛	B-1287B	⅛	B-1287B	⅛	B-1288B	⅛	....	....	.....

(Continued on next page)

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MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1929–38	BC, BM, 3-5 Ton; BC Bus (BC Motor); BM, CH, 2-5½ Ton (CE Motor); BX, BXS, CJ, 3-15 Ton; BC, CL, CQ, CT, CX, Bus (BX, CF, CT Motors)	6	2823	See Note	....	....	....	....	....	....	....	....	.....
	Bearing Shim	....	B-2634.008		....	....	....	....	....	....	....	....	.....
	☞2823, available .002, .010, and .060 undersize is for use in Rods having Insert Type Bearings.												
1930–34	AC6, AK6, BJ, 5-9 Ton & TT; AL, BT, BK, Bus (BK Motor)	6	2216	.090†	2217	.090†	2218	.090†	2219	.090†	2220	.090†	3
	☞2216 is for use in Rods having Insert Type Bearings.												
1930–36	AB, 1½-5 Ton & TT; AB Bus (AB Motor, Pressure Feed)	4	2400	.060† .090†	2401	.090	2402	.090	2403	.090	....	....	.....
1930–36	AC, 3½-15 Ton & TT; AK, 3½-10 Ton & TT. (AC Motor, Pressure Feed)	4	2404	.090†	2405	.090†	2406	.090†	2407	.090†	....	....	.....
1936–37	Junior 1M, 1MA, 2M6A, 2M6AS, 10M, 10MA, 10MB, 10MF, 10MX, 11M, ½-1½ Ton. (209, 3 3/16" Motor)	6	2766 For Rods No. 1-3-5 2767 For Rods No. 2-4-6		2691	See Note	2692	See Note	2693	See Note	2692	See Note	3
	☞2766 and 2767 are available .002, .010, and .060 undersize. 2691, 2692, and 2693 are available .002, .020, and .060 undersize.												
1936–38	Junior 20M, 20MA, BM20, 20MX, 21M, 21MT, 30M, 30MA, 30MB, 30MS, 30MT, 30MTA, 30MTX, 30MX, 31M, 31MDR, 31MS, 31MT, 2-3 Ton; Junior 90M, 90MA, 90MS, 90MX, 90MSX, 90MTA, 90MTS, 90MTX, 90MTSX, Bus. (MR228, MR268, 3 3/8" and MR309, 3 5/8" Motors); EJ (EJ, 3½" Motor)	6	2725 3210	See Note	2731	.002 .020 .060	2732	.002 .020 .020	2733	.002 .020 .060	2734	.002 .020 .060	2–3–5–6
	☞2725 Babbitt-Lined is available .002, .010, .020 and .060 undersize. 3210 Copper Alloy Super Bearing is available .020 undersize.												
1937	Junior 2M4A (MR140 3 3/16" Motor, 4 cyl.)	4	2766 For Rods No. 1-3 2767 For Rods No. 2-4		2691	See Note	2935	See Note	2693	See Note	....	....	.....
	☞2766 and 2767 are available .002, .010 and .060 undersize. 2691, 2693, and 2935 are available .002, .020, and .060 undersize.												
1938–42	EE, EEU, EF, EFU, EG, EGU, EES, NB; Type 40 Fire Apparatus, 1½-3 Ton, L25 Bus. (FO, FM, FK, EN253, EN271, EN290, EN330, Motors)	6	2943	See Note	3246	See Note	3247	See Note	3248	See Note	3249	See Note	2–3–5–6
	☞2943 is available .002, .010 and .060 undersize. 3246, 3247, 3248 and 3249 are available .002, .010, .020, .030 and .060 undersize.												

(Continued on next page)

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for MACK TRUCK

MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1939–41	BC, BM, 3-5 Ton; BC Bus, (BC Motor); BM, CH, 2-5½ Ton, (CE Motor); BX, BXS, CJ, 3-15 Ton, (CF Motor); CQ, CT Bus, (CF, CT Motors)	6	3268	See Note	3237	.060†	3238	.060†	3239	.060†	3240	.060†	2–3–5–6
	☛3268, available .020, .040 and .060 undersize, is for use in Rods having Insert Type Bearings. 3237 (Front) is a full Bearing (two halves). 3238, 3239 and 3240 are Upper Halves only. Lower Halves are poured in caps.												
1939–42	ED (EN11 Motor)	6	2900 2901	See Note	3250	.001 .060	3251	.001 .060	3252	.001 .060	3251	.001 .060	3
	☛2900, used in Rods 1-3-5 and 2901, used in Rods 2-4-6 are available .002 and .010 undersize.												
1939–42	DE, SD (EN-12, 226 Motors)(Cont. 24B, 4th Series)	6	3447 3448	See Note	3508	See Note	3509	See Note	3510	See Note	3509	See Note	2–3
	☛3447, used in Connecting Rods 1-3-5 and 3448, used in Connecting Rods 2-4-6 are available .001, .002, .010, .020 and .060 undersize. 3508, 3509 and 3510 are available .002, .010, .020 and .060 undersize.												
1939–47	EH, EHS, EHT, EHU, EHUS, EM, EMD, EMT, EMU, ER, ES, EQ, EQU, FP, 1½-4 Ton; CW, CY Bus (EN310, EN354, EN354A Motors)	6	3291	See Note	3373	See Note	3374	See Note	3375	See Note	3376	See Note	2–3–5–6
	☛3291 Copper Alloy Super Bearing is available .002, .010, .020 and .030 undersize. 3373, 3374, 3375 and 3376 are available .010, .020, .040 and .060 undersize.												
1940–47	BM, CM, CO, CJ, 60, 19L, LH, LHT, LJ, LJT, LJX, LJUT, LM, LMT, LMX, LMU, LMUT, EXBX, FC, FH, FJ, FK; Cleveland Railway CM; 80L, 85, 95, 125 Fire Engines. (Gasoline Motors ED, EO, EP, EY; EN519, EN611, EN707)	6	3293	See Note	3369	See Note	3370	See Note	3371	See Note	3372	See Note	2–3–5–6
	☛3293 Copper Alloy Super Bearing is available .002 and .020 undersize. 3369, 3370, 3371, and 3372 are available .002, .010, .020, .040 and .050 undersize.												
1940–46	BM, CH, CJ, FG, FH, FJ, FK, FT, LH, LHT, LJ, LJT, LJU, LJUT, LJX, LM, LMT, LMU, LMUT, LMX, CM (Diesel Motors END605, ENDM605, ENDM519	6	3293	See Note	3306	.020 .060	3307	.020 .060	3308	.020 .060	3309	.020 .060	2–3–5–6
	☛3293 Copper Alloy Super Bearing is available .002 and .020 undersize.												
1941	FPD Alaska Dumpers (Buda 6DT468 Diesel Motor)	6	....	.....	2503	.090	2504	.090	2505	.090	2506	.090	2–3–5–6
1940–47	FJ, FT, LC, LD, LF, LFT, LFX, LH, LHT, LJ, LJU, LJUT, LJX, LM, LMU, LMX, 4-15 Ton, 50(S), 55, 70, 75, (Eng. Nos. EN405, 431, 457, 471 and 510)	6	3304	See Note	3305	See Note	3327	See Note	3328	See Note	3329	See Note	2–3–5–6
	☛3304, 3305, 3327, 3328 and 3329 are available .002, .010, .020, .040 and .060 undersize.												
1945–47	FJ, FK, LH, LHT, LM, LMU, LMT, LMUT, LMX, Trucks; CO, CM, Buses. (EP-611, EY707 Motors)	6	3293	See Note	3369	See Note	3370	See Note	3371	See Note	3372	See Note	2–3–5–6
	☛3293 Copper Alloy Super Bearing is available .002 and .020 undersize. 3369, 3370, 3371 and 3372 are available .002, .010, .020, .040, and .050 undersize.												

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimension following Shim stock number indicates thickness of Shim.
The Suffix "B" indicates the Shim is Babbitt Tipped.

for MACK TRUCK

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit
1936–41	EB, EH, EHU, EM, EMU, EQ, EQU, 1½-3 Ton; CW Bus. (BG, CU, EN310, EN354 Motors with Seal Type Pump)	6	.....	.....	M-211 Complete Seal
1938–41	ED, EE, EES, EEU, EF, EFU, EG, EGU, NB, Type 40 Fire Apparatus 1½-3 Ton; L25 Bus (EN-11, FO, FM, FK Motors)	6	.....	.....	M-139 Complete Seal
1939–47	DE (EN-12 Motor)	6	.....	.....	PL-198R Impeller with Seal PS-222 Shaft M-139 Complete Seal M-5 Pulley Key

for MARMON-HERRINGTON

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1932–36	T32-4A, B, C, 5-7½T; TH315-4, TH320-4, TH315-6, TH320-6, B, C, TH330, TH415-4, TH415-6, 5-17T	6	5	Hercules HXB
1932–46	T33-4A, B, C, TH330-4, TH515-4, TH420-4, 7-10T; TH330-6, TH515-6, TH420-6, 8-20T; DSD900, DSD1000	6	5½	Hercules HXD
1932–47	T31A-4A, B, C, 5T; TH310A-4, TH310A-6, 5-10T; B80-4, B80-6, C80-4, C80-6, 7-14T; DSD800, 555-4, MH555-6	6	4⅝	Hercules RXC
1932–38	T, TL30-4A, B, C, A40-4, B40-4, B40-6, C40-4, A50-4, B50-4, 3½-9T	6	4¼	Hercules WXC3
1932–46	A20-4, B20-4, C20-4, C20-6, TL27-4 2-6T; DSD200	6	3¾	Hercules JXC
1934–46	BD70-4, CD70-4, 6-7T; BD80-4, CD556, CD80-4, 7-9 Ton; BD70-6, CD80-6, 10-12T; BD80-6, 12-14T; CD55DR-4, 4¼-5 Ton; THD310A, 6-10T; THD310-4, THD310A-4, 6T; THD515A-4, 7-9T; THD520A-4, 8-10T; THD515-6, 14-17T; THD520-6, 17-20T; CD80-6, DDSD550DR, DDSD600, DDSD700, DDSD800, DDSD900, DDSD1000	6	4⅜	Herc. (Diesel) DRXB
1934–46	THD315-4, THD415-4, THD515-4, 7-9T; THD320-4, THD330-4, THD420-4, THD520-4, 8-10T; THD315-6, THD415-6, THD515-6, 12-17T; THD320-6, THD420-6, THD520-6, 15-20T; TH330-6, THD340-4, 20T; THD340-6, 35T; DDSD900, DDSD1000	6	5	Herc. (Diesel) DHXB
1935–41	B10-4, C10-4, 2-2½T; DSD100	6	3⅝	Hercules JXB
1935–46	BD30-4, CD20-4, CD20-6, 2½-6T; DDSD200	6	3½	Hercules DJXB (Diesel)
1935–46	B60-4, B70-4, B70-6, C55-4, C55DR-4, C60-4, C60-6, C70-4, 4-12T; DSD550, DSD550DR, DSD600, DSD700	6	4½	Hercules RXB
1935–46	B30-4, C30-4, C30-6, 3-8T; DSD300	6	4	Hercules JXD
1935–47	LD1-4, LD2-4, LD3-4, LD4-4, LD5-4, LD6-4, LO4-4, B5-4, B5-6, B6-4, B6-6, C5-4, C5A-4, C5B-4, C5-6, C6-4, C6-6, E5-4, E5-6, E6-4, E6-6, F5-4, F5-6, F6-4, F6-6, H5-4, H5-6, H6-4, H6-6, OT1-4, OT2-4, OT3-4, OT4-4, OT5-4	8	3 1/16	Ford V8
1937–46	TH520-4, 8-10T; TH520-6, 17-20T; DSD1000	6	5¾	Hercules HXE
1937–47	C50-4, C50-6, 4-9T; DSD500, 440-4	6	4¼	Herc. WXLC3
1937–46	CD30-4, CD30-6, 3-8T; DDSD300	6	3¾	Herc. (Diesel) DJXC
1939–47	CMM5-4, CMM6-4, FF5-4, FF6-4, HH5-4, HH6-4, H5MB-4, H5MBS-4, HH5MBS-4, JJ5-4, JJ6-4, LLD-4, OOT2-4, OOT3-4, MM5-4, MM6-4, (4 wh.); CMM5T-6, CMM6T-6, FF5-6, FF6-6, HH5-6, HH6-6, JJ5-6, JJ6-6, MM5-6, MM6-6, (6 wh.)	8	3 3/16	Ford V8
1940–41	DSD400	6	4¼	Hercules WXC3
1946–48	MHDVL-1, DVL-4	4	3⅛	Willys MB
1948	CM-5, CM-6, LD6P, LD6, OT5, R4, RSA-COE	8	3 3/16	Ford "R" V8
1948	Q-5	8	3½	Ford "E" V8

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for MARMON-HERRINGTON TRUCK PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1932–35	TL28-4, TL29-4, A30-4, 2½-4 Ton (Herc. WXC):	6	4						
	Iron Pistons			18–3/16	6–3/16	L1120	5120		2120
	Aluminum Pistons			18–1/8	6–3/16	L858	4858		1858
1932–35	TH300-4, 3½-4½ Ton (Herc. YXC):	6	4 3/8						
	Iron Pistons			18–3/16	6–3/16	L1357	5357		2357
	Aluminum Pistons			18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1932–35	T31-4A, B, C, TH310-4, 4-5 Ton (Herc. YXC3):	6	4 5/8						
	Iron Pistons			18–3/16	6–3/16		5330		2330
	Aluminum Pistons			18–1/8	6–3/16		5362		2362
1932–36	T32-4A, B, C, TH315-4, TH320-4, TH315-6, TH320-6, B, C, TH330, TH415-4, TH415-6, 5-17 Ton. (Herc. HXB)	6	5	18–5/32	6–¼		5273		2273
1932–46	T33-4A, B, C, TH330-4, TH515-4, TH420-4, TH330-6, TH515-6, TH420-6, DSD900, DSD1000, 7-20 Ton. (Herc. HXD)	6	5½	18–5/32	6–¼		5304		2304
1932–48	T31A-4A, B, C, TH310A-4, TH310A-6, B80-4, B80-6, C80-4, C80-6, DSD800, MH555-4, MH555-6, (Herc. RXC):	6	4 5/8						
	Iron Pistons			18–3/16	6–3/16		5330		2330
	Aluminum Pistons			24–1/8	6–3/16		4921		1921
1932–38	T, TL30-4A, B, C, A40-4, B40-4, B40-6, C40-4, A50-4, B50-4, 3½-9 Ton (Herc. WXC3):	6	4¼						
	Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1932–46	A20-4, B20-4, C20-4, C20-6, TL-27-4, DSD200, 2-6 Ton (Herc. JXC):	6	3¾	18–1/8	6–3/16	L862	4862		1862
1933–35	TH320-4, TH320-6, 8-18 Ton (Herc. HXC)	6	5¼	18–5/32	6–¼		4919		1919
1933–35	A10-4, 1½-2 Ton (Herc. JXA)	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
1934–46	BD70-4, CD70-4, BD80-4, CD55-6, CD80-4, BD70-6, CD80-6, BD80-6, CD55-DR-4, THD310A, THD310-4, THD310A-4, THD 515A-4, THD520A-4, THD515-6, THD520-6, DDSD550DR, DDSD600, DDSD700, DDSD-800, DDSD900, DDSD1000, 4¼-20 Ton. (Herc. Diesel DRXB)	6	4 3/8	24–1/8	12–¼	L1298	5298		2298
1934–46	THD315-4, THD415-4, THD515-4, THD320-4, THD330-4, THD420-4, THD520-4, THD315-6, THD415-6, THD515-6, THD320-6, THD420-6, THD520-6, THD330-6, THD340-4, THD340-6, DDSD900, DDSD1000, 7-35 Ton (Herc. Diesel DHXB)	6	5	24–1/8	12–¼		5288		2288
1935	AD50-4, 4-4½ Ton (Buda Diesel 6D-415)	6	4	18–1/8					
				6–3/16	12–3/16	L1422	5422		2422
1935–46	B10-4, C10-4, DSD100, 2-2½ Ton (Herc. JXB)	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1935–46	BD30-4, CD20-4, CD20-6, DDSD200, 2½-6 Ton (Herc. DJXB Diesel)	6	3½	24–1/8	12–3/16	L1290	5290		2290
1935–46	B60-4, B70-4, 370-6, C55-4, C55DR-4, C60-4, C60-6, C70-4; DSD550, DSD550DR, DSD600, DSD700, 4-12 Ton (Herc. RXB):	6	4½						
	For Late 5-Ring Pistons			24–1/8	6–3/16	L920	4920		1920
	For 4-Ring Aluminum Pistons			18–1/8	6–3/16	L497	4497		797

(Continued on next page)

for MARMON-HERRINGTON TRUCK
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1935–46	B30-4, C30-4, C30-6; DSD300; 3-8 Ton (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1935–47	LD1-4, LD2-4, LD3-4, LD4-4, LD5-4, LD6-4, LD6P-4, LO4-4, B5-4, B5-6, B6-4, B6-6, C5-4, C5A-4, C5B-4, C5-6, C6-4, C6-6, CM5-4, CM5-6, CMM5-4, CMM5-6, CM6-4, CM6-6, CMM6-4, CMM6-6, E5-4, E5-6, E6-4, E6-6, F5-4, F5-6, F6-4, F6-6, H5-4, H5-6, H6-4, H6-6, OT1-4, OT2-4, OT3-4, OT4-4, OT5-4, (Ford V8):	8	3 1/16						
	For 3-Ring Aluminum and Slipper Type Pistons			16–3/32	8–5/32	L201	4201	1501	501
				Chrome Rebore-Rebuild Set C4201					
	For 3-Ring Solid Skirt Dome Head Steel Pistons			16–3/32	8–5/32	L202	4202	1502	501
				Chrome Rebore-Rebuild Set C4202					
	For 4-Ring Aluminum Pistons			16–3/32	16–5/32	L270	4270	1570	570
				Chrome Rebore-Rebuild Set C4270					
	☛ Set No. L202, 1502, 4202, C4202 supplied only in Standard and .020 Oversize; when .030, .040 and .060 Oversizes are desired, use Set No. L201, 1501, 4201, C4201								
1937–46	TH520-4, TH520-6, DSD1000, 8-20 Ton (Herc. HXE)	6	5 3/4	18–5/32	6–1/4				2305
1937–48	C50-4, C50-6; DSD400, DSD500, MH-440, 4-9 Ton (Herc. WXC3, WXLC3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1937–46	CD30-4, CD30-6; DDSD300, 3-8 Ton (Herc. DJXC Diesel)	6	3 3/4	24–1/8	12–3/16	L1292	5292		2292
1939–47	CCM5-4, CCM6-4, FF5-4, FF6-4, HH5-4, HH6-4, H5MB-4, H5MBS-4, HH5MBS-4, JJ5-4, JJ6-4, LLD-4, OOT2-4, OOT3-4, MM5-4, MM6-4, (4 WH.); CCM5T-6, CCM6T-6, FF5-6, FF6-6, HH5-6, HH6-6, JJ5-6, JJ6-6, MM5-6, MM6-6, (6 WH.) (Ford V8):	8	3 3/16						
	For 3-Ring Pistons			16–3/32	8–5/32	L248	4248	1548	548
				Chrome Rebore-Rebuild Set C4248					
	For 4-Ring Pistons			16–3/32	16–5/32	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					
1946–48	DVL-1, DVL-4 (Willys MB)	4	3 1/8	2–3/32	1–3/16	L335	4335		635
1948	CM-5, CM-6, LD6P, LD6, OT5, R4, RSA-COE (Ford "R" Engine)	8	3 3/16	16–3/32	16–5/32	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					
1948	Q-5 (Ford "E" Engine)	8	3 1/2	16–3/32	16–3/16	L2609	42609		12609

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for MASSEY-HARRIS & WALLIS PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1917–36	J, K, K3, OK, OKO, CUB JR., 15-27; Combine No. 7, 9, 9B, 12-15 Cut	4	4 1/4	8–1/4	4–1/4	L910	4910		1910
1926–36	Combines No. 6, 9A, 10-12 Cut	4	3 3/4	12–3/16	4–3/16	L831	4831		1831
1927–40	20-30, Certified 20-30, Orchard 20-30; 25, 26-41, Industrial 25, 26-41 after Tractor 69000:	4	4 3/8						
	For 3-Ring Pistons			8–1/4	4–1/4	L891	4891		1891
	For 4-Ring Pistons			12–1/8	4–3/16	L958	4958		1958
1930–38	General Purpose 15-22, Industrial 15-22 Combine No. 11, 12 Cut	4	4	12–1/8	4–3/16	L802	4802		1802
1930–40	12, 12-20; Orchard 12, 12-20; Certified 12-20; Industrial 12, 12-20; Standard and Orchard Pacemaker PA, Standard Challenger CH, Twin Power Pacemaker, Twin Power Challenger	4	3 7/8	12–1/8	4–3/16	L863	4863		1863
1936–40	Combine No. 14, 16 Cut (Herc. JXC):	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1938–40	101 Row Crop to Serial 258286; 101 Standard Tread to Serial 357871. (Chrysler Type T57 Engine):	6	3 1/8						
	For Pistons with Two 1/8" Comp. Rings			12–1/8	12–5/32	L206	4206	1506	506
	For Pistons with One 3/32" and One 1/8" Comp. Rings			6–3/32 6–1/8	12–5/32	L332	4332	1632	632
1939–40	101 Junior Row Crop to Serial 376985; 101 Junior Standard Tread to Serial 378713. (Cont. Eng. MFA124-5000 and Up):	4	3						
	For Pistons prior to March, 1940			12–1/8	4–3/16	L1047	5047		2047
	For Pistons after March, 1940			12–1/8	4–1/4	L946	4946		1946
1940–41	101 Junior Row Crop from Serial 376986 to 377000 and after Serial 395001; 101 Junior Standard Tread after Serial 378714. (Cont. Eng. MFA140-5528 and Up):	4	3 3/16						
	For Pistons with 3/16" Oil Rings			12–1/8	4–3/16	L853	4853		1853
	For Pistons with 1/4" Oil Rings			12–1/8	4–1/4	L1479	5479		2479
1940–41	101 Junior Row Crop after Serial 387226; 101 Junior Standard Tread after Serial 385468. (Cont. Eng. MFA162-6803 and Up)	4	3 7/16	12–1/8	4–1/4	L1482	5482		2482
1940–41	201 Super-Gasoline (Chrysler Type T100 and T120 Engines)	6	3 3/8	12–1/8	12–5/32	L215	4215	1515	515
				Chrome Rebore-Rebuild Set C4215					
1940–46	201, 203, 203G-Low Grade Fuel (Cont. M330)	6	4	18–1/8	6–1/4	L2504	42504		12504
1940–42	202-Gasoline (Cont. M290)	6	3 3/4	18–1/8	6–1/4	L1492	5492		2492
1941	101 Row Crop after Serial 258286; 101 Standard Tread after Serial 357871. (Chrysler Type T116 Engine):	6	3 1/4						
	For Pistons with One 3/32" and One 1/8" Comp. Rings			6–3/32 6–1/8	12–5/32	L327	4327	1627	627
	For Pistons with Two 3/32" Comp. Rings			12–3/32	12–5/32	L339	4339	1639	639
				Chrome Rebore-Rebuild Set C4339					
1941	81 Row Crop and Standard Tread (Cont. Eng. MFA124-48831 and Up)	4	3	12–1/8	4–1/4	L946	4946		1946
1941–42	81 Row Crop and Standard Tread (Cont. Eng. MFA140-5005 to 5899):	4	3 3/16						
	For Pistons with 3/16" Oil Rings			12–1/8	4–3/16	L853	4853		1853
	For Pistons with 1/4" Oil Rings			12–1/8	4–1/4	L1479	5479		2479
1942–46	101 Senior (Cont. F226)	6	3 5/16	18–1/8	6–1/4	L1055	5055		2055

(Continued on next page)

for MASSEY-HARRIS & WALLIS TRACTOR

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1941–45	101 Standard & Rowcrop (Chrysler T112 Engine) For Optional Cast Iron Piston	6	3 1/4	18–1/8	6–3/16	L2633	42633		12633
1942–46	102 Junior (Cont. F162)	4	3 7/16	12–1/8	4–3/16	L881	4881		1881
1942–46	102 Senior (Cont. A244):	6	3 7/16						
	For 4-Ring Pistons			18–1/8	6–3/16	L241	4241		541
	For 5-Ring Pistons			24–1/8	6–1/4	L1463	5463		2463
1947	20, Standard and Rowcrop (Cont. F124)	4	3	12–1/8	4–1/4	L946	4946		1946
				12–1/8	4–3/16	L1047	5047		2047
1947	20K, Standard and Rowcrop (Cont. F140)	4	3 3/16	12–1/8	4–3/16	L853	4853		1853
				12–1/8	4–1/4	L1479	5479		2479
1947	30, 30K, Standard and Rowcrop (Cont. F162)	4	3 7/16	12–1/8	4–3/16	L881	4881		1881
				12–1/8	4–1/4	L1482	5482		2482
				16–1/8	4–1/4	L1483	5483		2483
1947	55, 55K to Engine No. 1132	4	4 1/2	12–1/8	4–1/4				
					4–3/16	L2584	42584		12584
1947	55, 55K after Engine No. 1132	4	4 1/2	12–1/8	4–1/4	L420	4420		720
1947	44, 44K Standard and Rowcrop (Cont. H260)	4	3 7/8						
	For 5-Ring Piston			12–1/8	4–1/4				
					4–3/16	L2587	42587		12587
	For 4-Ring Piston			12–1/8	4–1/4	L887	4887		1887

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1937–40	101 Row Crop to Serial 258286; 101 Std. Tread to Serial 357871, 6 cyl.	U-Slot	3 1/8	PX-48 PX-5*

Numbers marked with an asterisk (*) are U-Type Expanders. Others are Shell Type.

PISTON, PIN & SLEEVE ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1925–36	Combine No. 7, No. 9, No. 9B, 12-15 Cut	4	4 1/4	2–1/4	1–1/4	P-788X	W-7088	LR-22	WB-1797
1927–33	20-30, Certified 20-30, Orchard 20-30.	4	4 3/8	.....	.....	SA-72 Less PR-5 Packing Ring.			
				3–1/8	1–3/16	P-1219X	W-8082	Osc.	.....
1930–38	1930-35, General Purpose 15-22, Industrial 15-22 to Tractor 303000; 1930-38, Combine No. 11, 12 Cut.	4	4	3–1/8	1–3/16	P-1187X	W-9318	Osc.	.....
1930–40	12, 12-20, Orchard 12, 12-20; Certified 12-20; Industrial 12, 12-20; Standard and Orchard Pacemaker PA, Standard Challenger CH	4	3 7/8	.....	.....	SA-70 Less PR-12 Packing Ring.			
				3–1/8	1–3/16	P-1217X	W-9179	Osc.	.....
1934–40	25, 26-41, Industrial 25, 26-41 after Tractor 69000	4	4 3/8	.....	.....	SA-73 Less PR-5 Packing Ring.			
				3–1/8	1–3/16	P-1219X	W-8082	Osc.	.....
1936–40	Combine No. 14, 16 Cut	6	3 3/4	3–1/8	1–3/16	P-1156X	W-9234	Osc.	WB-1874
				3–1/8	1–3/16	P-240AX	W-9234	Osc.	.....

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PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1938–40	Twin Power Pacemaker; Twin Power Challenger	4	3 7/8	.....	.....	SA-71 Less PR-12 Packing Ring.			
				3–1/8	1–3/16	P-1218X	W-9179	Osc.	WB-1881
1938–40	101 Row Crop to Serial 258286; 101 Std. Tread to Serial 357871. (Chrysler type T57 Engine 3 1/8" Cyl. Dia.)	6	3 1/8	2–1/8	2–5/32	Use Piston P-207ARX	W-9170	LR-4	WB-1824
				1–3/32 1–1/8	2–5/32	P-207ARX	W-9170	LR-4	WB-1824
						SD-39 → Dry Cylinder Sleeve Cut-to-Length 8 1/8" Long, 3/32" Wall Thickness.			
	☛P-207ARX is a U-Slot Cam Ground Original Type Aluminum Piston.								
1939–40	101 Junior Row Crop to Serial 376985; 101 Junior Std. Tread to Serial 378713 (Continental Engine MFA-124-5000 and Up, 3" cyl. Dia.)	4	3	3–1/8	1–1/4	P-1239X	W-9137	LR-4	WB-1877
1940–41	101 Junior Row Crop from Serial 376986 to 377000 and after Serial 395001; 101 Junior Std. Tread after Serial 378714. (Continental Engine MFA140-5528 and Up, 3 3/16" cyl. Dia.)	4	3 3/16	3–1/8	1–1/4	Use Piston P-1240X	W-9374	LR-4	WB-1877
				3–1/8	1–3/16	P-1240X	W-9374	LR-4	WB-1877
1940–41	101 Junior Row Crop after Serial 387226; 101 Junior Std. Tread after Serial 385468 (Continental Engine MFA162-6803 and Up, 3 7/16 cyl. Dia.) For Low Grade Fuel	4	3 7/16	3–1/8	1–1/4	.....	W-066N	LR-4	WB-1877
1940–41	201 Super-Gasoline. (Chrysler Type T100 and T120 Engines)	6	3 3/8	2–1/8	2–5/32	P-214AX	W-066N	LR-4	WB-1824
	☛P-214AX is a U-Slot Cam Ground Type Aluminum Piston.								
1940–46	201—Low Grade Fuel; 203, 203G. (Cont. Type M330 Engine—4" Cyl. Dia.)	6	4	3–1/8	1–1/4	.....	.....	LR-74	WB-1923
1940–41	202—Gasoline. (Cont. Type M290 Engine—3 3/4" Cyl. Dia.)	6	3 3/4	3–1/8	1–1/4	.....	W-9283	LR-74	WB-1923
1941	101 Row Crop after Serial 258286; 101 Std. Tread after Serial 357871 (Chrysler Type T116 Engine, 3 1/4" Cyl. Dia.)	6	3 1/4	1–3/32 1–1/8	2–5/32	See Note	W-9226	LR-4	WB-1824
				2–3/32	2–5/32	P-171NTX	W-9226	LR-4	WB-1824
				2–3/32	2–5/32	P-337AX	W-9226	LR-4	WB-1824
	☛P-171NTX is a Cam Ground Autothermic Nelson Bohnalite Original Type Piston. P-337AX is a Cam Ground U-Slot Piston.								
	NOTE: To replace Original Type Pistons use P-171NTX or P-337AX Late Type Service Pistons in Complete Sets.								

(Continued on next page)

for MASSEY-HARRIS & WALLIS

PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1941	81 Row Crop and Std. Tread. For High Grade Fuel (Cont. Engine MFA124-48831 and Up—3" Cyl. Dia.	4	3	3–1/8	1–1/4	P-1239X	W-9137	LR-4	WB-1877
	For Low Grade Fuel (Cont. Engines MFA140-5005 to 5899—3 3/16" Cyl. Dia.)	4	3 3/16	3–1/8	1–1/4	Use Piston P-1240X	W-9374	LR-4	WB-1877
				3–1/8	1–3/16	P-1240X See Note	W-9374	LR-4	WB-1877
	☛NOTE: P-1240X is same as Factory Piston except Oil Ring Groove Width. Use Complete Sets.								
1942–46	102 Jr. (Cont. Engine F162)	4	3 7/16	3–1/8	1–3/16	P-1241X	W-066N	.....	WB-1877
1942–46	102 Sr. (Cont. Engine A244)	4	3 7/16	3–1/8	1–3/16	P-1241X	W-066N	.....	WB-1877
				4–1/8	1–1/4	.....	W-066N	.....	WB-1877

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1930–40	General Purpose 15-22; Industrial 15-22; Combine No. 11, 12-16 Cut.	4	Use Parts Listed for Hercules OOC, OHC.						
1934–36	25, 26-41, Industrial 25, 26-41, Tractor 69000 to 69971. (Valves with single groove for Horseshoe Type Keeper)	4	.....	.....	G-286	G-286	VS-281	VS-281	.....
1936–37	Pacemaker PA, Challenger CH.	4	V-1118	V-1117N	.....	.....	.....	.....	VK-87
1936–40	Combine No. 14, 12-16 Cut.	6	V-868	V-869N	G-206	G-206	VS-231	VS-231	VK-86
1936–40	25, 26-41, Industrial 25, 26-41, after Tractor 69971. (Valves with two grooves for Split Type Keeper)	4	V-1161	V-1162N	G-286	G-286	VS-281	VS-281	VK-146
1938–40	Standard Orchard, and Twin Power Pacemaker; Standard and Twin Power Challenger.	4	V-1118	V-1117N	.....	.....	.....	.....	VK-87
1938–41	101 Row Crop; 101 Std. Tread (Chrysler Type T57, 3 1/8" and T116, 3 1/4" Engines)	6	V-890	V-891N	G-254	G-254	VS-348	VS-348	VK-84
1939–41	101 Junior Row Crop and Std. Tread. (Continental MFA124, MFA140 and MFA162 Engines—3", 3 3/16" and 3 7/16" Cyl. Dia.)	4	V-1273	V-1274N	G-374	G-374	VS-339	VS-339	VK-147
	☛Valve Guide G-374 is for use in motors having Guides 3 9/16" long.								
1940–41	201 Super Gasoline. (Chrysler Type T100 and T120 Engines)	6	V-1151-S Super Valve with Eatonite Face.						
			V-1145	V-1142N	G-254	G-254	VS-348	VS-348	VK-84
1940–41	201, Low Grade Fuel; 202, Gasoline. (Continental Type M330 and M290 Engines)	6	V-1197	V-1198N	.....	G-352	VS-340	VS-340	VK-148

(Continued on next page)

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for MASSEY-HARRIS & WALLIS

VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1941	81 Row Crop and Std. Tread. (Continental MFA124 and MFA140 Engines 3″ and 3 3/16″ Cyl. Dia.)	6	V-1273	V-1274N	.....	.....	VS-339	VS-339	VK-147
1942–46	101 Senior (Cont.)	6	.....	V-1274N	G-374	G-374	VS-262	VS-262	VK-41
1942–46	Combine No. 21, 12-14 Cut (Chrysler Type T116 Engine)	6	V-1334	V-1335N	G-254	G-254	VS-348	VS-348	VK-84
1942–46	102 Jr. (Cont. Engine F162)	4	V-1273	V-1274N	G-374	G-374	VS-339	VS-339	VK-147

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1917–31	J, K, K3, OK, OKO, Cub-Jr., 15-27, Certified 20-30, Orchard 20-30, to Tractor 64155	4	1502	.090†	1832	.090†	1833	.090†	1834	.090†	....	....	.....
	Bearing Shims (Plain Laminated)	....	B-160	1/32	B-161	1/32	B-67	1/32	B-68	1/32	....	....	.....
	(Babbitt Tip)	....	B-1279	B 5/32	B-1280	B 1/16	B-1281	B 1/16	B-1282	B 1/16	....	....	.....
1930–38	General Purpose 15-22, Industrial 15-22, Combine No. 11, 12 Cut, (Upper Halves only)	4	....	....	2657	.090†	2657	.090†	2658	.090†	....	....	.....
	Bearing Shims	....	B-2040	.010	B-2041	.010	B-2041	.010	B-2041	.010	....	....	.....
1931–40	Certified 20-30, after Tractor 64155; 25, 26-41, Industrial 25, 26-41	4	2630	.090†	2631	.090†	2632	.090†	2633	.090†	....	....	.....
1936–40	Standard and Orchard Pacemaker PA, Standard Challenger CH; Twin Power Pacemaker, Twin Power Challenger	4	....	....	2796	.090†	2797	.090†	2797	.090†	....	....	.....
	Bearing Shims	....	B-1070	B 3/32	B-1071	B 1/8	B-2954	B 1/8	B-2954	B 1/8	....	....	.....
1936–40	Combine No. 14, 12-16 Cut	6	Use Parts Listed for Hercules JXC.										
1938–40	101 Row Crop to Serial 258286; 101 Std. Tread to Serial 357871. (Chrysler Type T57 Engine, 3 1/8″ cyl. Dia.)	6	2507S → Complete Set (6 pairs) Babbitt-Lined Con. Rod Bearings. Available Std., 001, and .002 Undersize.										
			2507	See Note	2519	See Note	2520	See Note	2915	See Note	2520	See Note	3
	Camshaft Bearings	....	....	....	MB-17 See Note		MB-18 See Note		MB-19 See Note		....	....	.....

☛ 2507 Babbitt Lined is available with .001, .002, .003, .005, .010, .020, .030, and .060 undersize I.D. with Std. O.D., or with Std., .002, .005, .010, .060 undersize I.D. with .005 oversize O.D.
2519, 2520, and 2915 (Babbitt Lined) are available .001, .002, .010, .020, .030, .060, and .100 undersize.

☛ MB-17, MB-18, and MB-19 are Precision, Split Type, Camshaft Bearings, which require no reaming for Standard size Camshafts. Also available Semi-finished with approximately .010 reaming stock.

(Continued on next page)

for MASSEY-HARRIS & WALLIS
MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1939–41	101 Junior, 81, Row Crop and Std. Tread. (Continental MFA124, MFA-140, MFA162 Engines—3", 3 3/16" and 3 7/16" cyl. Dia.)	4	2766 For Rods 1-3. 2767 For Rods 2-4.		2691	See Note	2935	See Note	2693	See Note	....	....	.....
	☛2766 and 2767 are available .002, .010, and .060 undersize. 2691, 2693, and 2935 are available .002, .020, and .060 undersize.												
1940–41	201 Super-Gasoline. (Chrysler Type T100 and T120 Engines)	6	2879S→Complete Set (6 pairs) Babbitt Lined Con. Rod Bearings. Available Std. .001 and .002 Undersize.										
			2879 2960	See Note	2880	See Note	2880	See Note	2881	See Note	2880	See Note	3
	Camshaft Bearings	....	....	....	MB-17 MB-17SF		MB-27 MB-30		MB-28 MB-31		....	....	.....
	☛2879 Babbitt Lined is available .001, .002, .010, .020, .030, and .060 undersize. 2960 Copper Alloy Super Bearing is available .002, .010, .020, and .050 undersize. 2880 and 2881 are available .002, .010, .020, .030 and .060 undersize. MB-17, MB-27 and MB-28 are Precision Type Camshaft Bearings and are furnished in finished or standard size only. MB-17SF, MB-30 and MB-31 are Ream Type Camshaft Bearings.												
1940–46	201 Low Grade Fuel; 202 Gasoline. (Continental Type M330 and M290 Engines)	6	2943	See Note	3246	See Note	3247	See Note	3248	See Note	3249	See Note	2–3–5–6
	☛2943 is available .002, .010 and .060 undersize. 3246, 3247, 3248 and 3249 are available .002, .010, .020, .030 and .060 undersize.												
1941	101 Row Crop after Serial 258286; 101 Std. Tread after Serial 357871. (Chrysler Type T116 Engine, 3 1/4" cyl. Dia.)	6	2568S→Complete Set (6 pairs) Babbitt Lined Con. Rod Bearings. Available Std., .001, and .002 undersize.										
			2568	See Note	2569	See Note	2570	See Note	2571	See Note	2570	See Note	3
	Camshaft Bearings	....	....	....	MB-17 See Note		MB-18 See Note		MB-19 See Note		....	....	.....
	☛2568 Babbitt Lined is available with .001, .002, .010, .020, .030, and .060 undersize I.D. with Std. O.D., or with Std., .002, .005, .010, and .060 undersize I.D. with .005 Oversize O.D. 2569, 2570, and 2571 Babbitt Lined are available .002, .010, .020, .030 and .060 undersize. MB-17, MB-18 and MB-19 are Precision Split Type, Camshaft Bearings, which require no reaming for standard size Camshafts. Also available semi-finished with approx. .010 reaming stock.												
1942–46	102 Jr. (Cont. Engine F162)	4	2766 For Rods 1-3. 2767 For Rods 2-4.		2691	See Note	2935	See Note	2693	See Note	....	....	.....
	☛2766 and 2767 are available .002, .010, and .060 undersize. 2691, 2693, and 2935 are available .002, .020, and .060 undersize.												
1942–46	102 Senior (Cont. Engine A244)	4	....	....	2343	.060	2344	.060	2345	.060	2344	.060	3

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimension following Shim stock number indicates thickness of Shim.
The Suffix "B" indicates the Shim is Babbitt Tipped.

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for MASSEY-HARRIS & WALLIS
WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1930–38	1930-35 General Purpose 15-22, Industrial 15-22, to Tractor 303000; 1930-38 Combine No. 11, 12 Cut	4	Use Parts Listed for Hercules OOC.		
1938–41	101 Row Crop and Std. Tread; 201, Super-Gasoline Tractor No. 91438 to 91441; 91462 to 91467; 91469; 91471 to 91491 and after 91493. (Chrysler Type T57, T116 and T120 Engines)	6	PC-11	PA-117	MA-10 M-201 Pulley Hub
1939–46	101 Junior Row Crop and Std. Tread, 102 Junior, 102 Senior. (Continental MFA124, MFA140, MFA162, F162, and A244 Engines—3", 3 1/16", and 3 7/16" cyl. Dia.)	4	.....	PA-232	.....
1940–41	201, Super-Gasoline Tractor No. 91201 to 91437; 91442 to 91461; 91468, 91470 and 91492. (Chrysler Type T100 Engine)	6	PC-41R	PA-285	MA-18
	For Early Type Pumps (one grease fitting)	...	.....	PA-202	MA-18
	For Late Type Pumps (two grease fittings)	...	.....	PA-285	MA-18 M-492 Pulley Hub

for MAXIM TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1932–39	26, W50 (Herc. WXC-3):	6	4 1/4						
	Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1932–39	29, Y50, YHL (Herc. YXC-2):	6	4 1/2						
	Aluminum Pistons			18–1/8	6–3/16	L497	4497		797
	Iron Pistons			18–3/16	6–3/16	L1359	5359		2359
1932–39	31, R60, RHL (Herc. RXB):	6	4 1/2						
	4-Ring Pistons			18–1/8	6–3/16	L497	4497		797
	5-Ring Pistons			24–1/8	6–3/16	L920	4920		1920
1932–46	32, RHLC, R75, 435, 436, 437 (Herc. RXC and RXCM)	6	4 5/8	24–1/8	6–3/16		4921		1921
1932–46	35, 35C, 357, H74, RHHL, (Herc. HXC)	6	5 1/4	18–5/32	6–1/4		4919		1919
1932–46	36, 36A, 367, H75, HHLD36 (Herc. HXD)	6	5 1/2	18–5/32	6–1/4		5304		2304
1932–46	37, 37C10, 37T10, 3710, H10, HHLE37 (Herc. HXE)	6	5 3/4	18–5/32	6–1/4				2305
1935–39	30 (Herc. YXC-3):	6	4 5/8						
	Iron Pistons			18–3/16	6–3/16		5330		2330
	Aluminum Pistons			18–1/8	6–3/16		5362		2362
1940–46	405 (Herc. WXLC-3)	6	4 1/4	18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1940–46	415, 416, 417 (Herc. RXLD):	6	4 3/4						
	For Pistons with One 1/8" Ring below Pin			24–1/8	6–3/16		4449		749
	For Pistons with One 3/16" Ring below Pin			18–1/8	12–3/16		5025		2025

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1932–46	32, RHLC, R75, 435, 436, 437	6	4 5/8	Hercules RXC
1932–46	35, 35C, 357, H74, RHHL	6	5 1/4	Hercules HXC
1932–46	36, 36A, 367, H75, HHLD36	6	5 1/2	Hercules HXD
1932–46	37, 37C10, 37T10, 3710, H10, HHLE37	6	5 3/4	Hercules HXE
1935–39	30	6	4 5/8	Hercules YXC-3
1940–46	405	6	4 1/4	Hercules WXLC-3
1940–46	415, 416, 417	6	4 3/4	Hercules RXLD

for McCORMICK-DEERING & INTERNATIONAL TRACTORS
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1924–28	15-30 to Serial TG-99926	4	4 1/2	12–1/4	4–1/4	L810	4810		1810
1924–40	10-20, Orchard 10-20, Industrial 20; Power Units 200, SP200; Farmall 30, F30; 20-30, Industrial I30, W30; Power Units P30, U10:	4	4 1/4	12–1/4	4–1/4	L840	4840		1840
				12–3/16	4–3/16	L845	4845		1845
1924–40	Farmall, Farmall 20, F20, Fairway; Trac-Tractor T20; Power Unit U7; Combines Prairie 9-12 Cut; No. 3, 7, 9, 10, 11, 12-16 Cut:	4	3 3/4						
	For Standard Compression and 8000 Ft. Altitude Pistons			12–3/16	4–3/16	L831	4831		1831
	For 5000 Ft. Altitude Pistons			12–3/16	4–3/16	L1019	5019		2019
1926–35	Combine No. 8, 10-12 Cut	4	3 1/2	8–3/16	4–3/16	L832	4832		1832
1929–39	15-30 after Serial TG-99926; 22-36, Industrial 30; Power Units 300, MP300	4	4 3/4	12–1/4	4–1/4		4811		1811
1931–41	1933 Farmall F12 to Serial FS-3035 (FL Motor); 1931-41 Combines No. 20, 21, 22, 8 Cut (BD1 Motor)	4	3	8–1/8	4–3/16	L833	4833		1833
1932–39	Trac-Tractors T35, T40, TA40; Tractors IA40, WA40; Power Unit PA40	6	3 5/8	18–1/8	6–3/16	L821	4821		1821
				Chrome Rebore-Rebuild Set C4821					
1933–40	Farmall F12 after Serial FS-3035; I12, O12, W12, Fairway 12; Power Unit P12; Farmall F14 to Serial FS-143000; I14, O14, W14, Fairway 14, (Overhead Valve Motor):	4	3						
	For 5-Ring Pistons			16–1/8	4–3/16	L834	4834		1834
	For 4-Ring Pistons used from Serial FS-12786 to FS-41591			8–1/8	8–3/16	L839	4839		1839
1933–38	Diesel Trac Tractor TD40; Tractors ID40, WD40; Power Unit PD40	4	4 3/4	12–5/32	8–3/16		5041		2041
1934–40	Combines No. 31, 31R, 31RD, 31RW, 31T, 41, 51, 12-16 Cut	6	3 5/16	18–3/32	6–3/16	L240	4240		540
				Chrome Rebore-Rebuild Set C4240					
1934–43	Tractor, W12, I14, O14, W14, F14	4	3	12–1/8	4–3/16	L1047	5047		2047
1936–39	Trac Tractor TK40; Tractors IK40, WK40; Power Unit PK40	6	3 3/4	24–1/8	6–3/16	L1360	5360		2360
1936–47	Diesel Trac Tractor TD14, Power Units UD14	4	4 3/4	16–1/8	8–1/4		5042		2042
1936–47	Diesel Trac Tractor TD18; PD80, UD18	6	4 3/4	24–1/8	12–1/4		5043		2043
1937–38	Diesel Trac Tractor TD35	4	4 1/2	12–5/32	8–3/16	L1044	5044		2044
1938–39	Diesel Trac Tractor TD35	4	4 1/2	16–1/8	8–1/4	L1045	5045		2045
1938–39	Diesel Trac Tractor TD40; Tractor ID40, WD40; Power Unit PD40	4	4 3/4	16–1/8	8–1/4		5042		2042
1939–47	Farmall A, AV, B, BN; International A; Power Unit U2:	4	3						
	For Pistons with 1/4" Oil Rings (Gasoline)			12–1/8	4–1/4	L946	4946		1946
	For Pistons with 3/16" Oil Rings (Kerosene)			12–1/8	4–3/16	L1047	5047		2047
1939–47	Farmall H, HV; I4, O4, OS4, W4; Power Unit U4; Combine No. 122	4	3 3/8	4–1/8					
				8–5/32	4–1/4	L940	4940		1940

(Continued on next page)

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PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–47	Farmall M, MV; I6, O6, OS6, W6; Trac Tractor T6; Power Unit U6	4	3 7/8	4–1/8 8–5/32	4–1/4	L941	4941		1941
1940–47	Diesel Farmall MD, MDV; ID6, OD6, WD6; Trac Tractor TD6; Power Unit UD6	4	3 7/8	4–3/32 4–1/8 4–5/32	8–1/4	L1048	5048		2048
1940–43	I9, W9, WR9; Trac Tractor T9; Power Unit U9	4	4.4	12–5/32	4–1/4	L2524	42524		12524
1940–47	Diesel ID9, WD9, WDR9; Trac Tractor TD9; Power Unit UD9	4	4.4	4–1/8 4–5/32 4–3/16	8–1/4	L1049	5049		2049
1940–46	Trac Tractor T14	4	4 3/4	12–5/32	4–1/4		5050		2050
1943–47	I9, W9, WR9; Trac Tractor T9; Power Unit W9	4	4.4	12–5/32	8–1/4	L2628	42628		12628
1946–47	Farmall Cub	4	2 5/8	8–3/32	4–3/16	L2583	42583		12583

PISTON, PIN & SLEEVE ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1924–28	15-30 to Serial TG-99926	4	4 1/2						
	Standard Compression			3–1/4	1–1/4		W-7055		WB-1587
	8000 Ft. Altitude					SA-44 With PR-1 Packing Ring.			
				3–1/4	1–1/4	P-1170X	W-7055	SS-157	WB-1587
	For changing 4 1/2" Motors to 4 3/4" cyl. Diameter	4	4 3/4			SA-63 With PR-1 Packing Ring.			
				3–1/4	1–1/4	P-944X	W-7055	SS-157	WB-1587
1924–40	10-20, Orchard 10-20, Industrial 20; Power Units 200, SP200; Farmall 30, F30; 20-30, Industrial I30, W30; Power Units P30, U10	4	4 1/4	3–1/4	1–1/4	→Rings for Early Type Pistons.			
	Standard Compression					SA-18 With PR-2 Packing Ring.			
				3–3/16	1–3/16	P-1042X	W-7057	SS-157	WB-1160
	5000 Ft. Altitude					SA-51 With PR-2 Packing Ring.			
				3–3/16	1–3/16	P-1176X	W-7057	SS-157	WB-1160
	Super Power or 8,000 Ft. Altitude					SA-60 With PR-2 Packing Ring.			
				3–3/16	1–3/16	P-1193X	W-7057	SS-157	WB-1160

(Continued on next page)

for McCORMICK-DEERING & INTERNATIONAL TRACTORS

PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1924–40	Farmall, Farmall 20, F20, Fairway; Trac-Tractor T20; Power Unit U7; Combines Prairie 9-12 Cut; No. 3, No. 7, No. 9, No. 10, No. 11, 12-16 Cut	4	3¾						
	Standard Compression	....	....	..... 3–3/16	..... 1–3/16	SA-1 With PR-4 Packing Ring. P-758X	W-7058	SS-157	WB-1588
	5000 Ft. Altitude	....	....	..... 3–3/16	..... 1–3/16	SA-46 With PR-4 Packing Ring. P-1172X	W-7058	SS-157	WB-1588
	8000 Ft. Altitude for 1924-40 or Super Power for 1929-40	....	....	..... 3–3/16	..... 1–3/16	SA-59 With PR-4 Packing Ring. P-1192X	W-7058	SS-157	WB-1588
1926–35	Combine No. 8, 10-12 Cut	4	3½	2–3/16	1–3/16	P-873X	W-8073	Osc.	.....
1929–39	15-30 after Serial TG-99926; 22-36, Industrial 30; Power Units 300, MP300	4	4¾						
	Standard Compression (For Tractors)	....	....	..... 3–¼	..... 1–¼	SA-4 With PR-1 Packing Ring. P-944X	W-7055	SS-157	WB-1587
	5000 Ft. Altitude (For Tractors) Standard Compression (For Power Units)	....	....	..... 3–¼	..... 1–¼	SA-43 With PR-1 Packing Ring. P-1169X	W-7055	SS-157	WB-1587
	Super Power or 8000 Ft. Altitude	....	....	..... 3–¼	..... 1–¼	SA-61 With PR-1 Packing Ring. P-1194X	W-7055	SS-157	WB-1587
1931–41	1933 Farmall F12 to Serial FS-3035 (FL Motor); 1931-41 Combines No. 20, 21, 22, 8 Cut (BD1 Motor)	4	3	2–⅛	1–3/16	P-1090X	W-9255	LR-57	WB-1917
1932–36	Trac-Tractors T40, TA40; Tractors IA40, WA40; Power Unit PA-40	6	3⅝						
	Standard Compression	....	....	..... 3–⅛	..... 1–3/16	SA-32 With PR-3 Packing Ring. P-989X	W-9146	LR-21	See Note
	5000 Ft. Altitude	....	....	3–⅛	1–3/16	.....	W-9146	LR-21	See Note

☛CAUTION: The above parts are for use in tractors originally having 4¾" Cyl. Diameter. For tractors built before 1929 originally having 4½" Cylinders which have been converted to 4¾", use SA-63 (Std. Compression) shown in 1924-28 listing.

☛NOTE: Use WB-1826 in 1932 Engines requiring a 1 11/64" O. D. Bushing, and for all Engines built in or after 1933.

(Continued on next page)

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PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1933–38	Farmall F12 after Serial FS3035; I12, O-12, W-12, Fairway 12; Power Unit P12; Farmall F14 to Serial FS-138323 and from FS-140000 to FS-143000; I14, O-14, W-14, Fairway 14. (Overhead Valve Motor)	4	3						
	Standard Compression for Gasoline, Kerosene or Distillate	....	....	.....	.....	SA-38 With PR- 18 Packing Ring.			
				4–1/8	1–3/16	P-1154X	W-9273	LR-69	WB-1873
	5000 Ft. Altitude for Kerosene or Distillate	....	....	.....	.....	SA-58 With PR-18 Packing Ring.			
				4–1/8	1–3/16	P-1191X	W-9273	LR-69	WB-1873
	Super Power or 8000 Ft. Altitude for Gasoline	....	....	.....	.....	SA-78 With PR-18 Packing Ring.			
				4–1/8	1–3/16	P-1226X	W-9273	LR-69	WB-1873
	☞SA-38, SA-58 and SA-78 contain 5-Ring Flat Head Pistons used as original equipment after 1935 Tractor Serial FS-41592. These Sleeve Assemblies and Pistons are also used in servicing previous models originally having 3-Ring and 4-Ring Pistons.								
1934–40	Combines No. 31, 31R, 31RD, 31RW, 31T, 41, 51, 12-16 Cut	6	3 5/16	3–3/32	1–3/16	P-1089X	W-9254	LR-37	WB-1884
1936–39	Trac-Tractor T35; Power Unit PA-40	6	3 5/8	3–1/8	1–3/16	.....	W-9146	LR-21	WB-1826
1936–39	Trac-Tractor TK40; Tractors IK40, WK40; Power Unit PK40	6	3 3/4						
	Standard Compression for Gasoline and Distillate or 5000 Ft. for Kerosene	....	....	.....	.....	SA-75 With PR-3 Packing Ring.			
				4–1/8	1–3/16	P-1224X	W-9283	LR-21	WB-1826
1936–47	Diesel Trac-Tractor TD14, TD18, TD40; Tractor ID40, WD40; Power Units UD14, UD18, PD40, PD80, 4 & 6 cyl.	4–6	4 3/4						
	Standard Compression	....	....	4–1/8	2–1/4	P-367AX	W-9406	LR-90	WB-1955
1938–40	Farmall F14 after Serial FS-138323 except FS-140000 to FS-143000; I14, O14, W14, Fairway 14	4	3						
	Standard Compression for Gasoline or 5000 Ft. for Kerosene or Distillate	....	....	.....	.....	SA-79 With PR-18 Packing Ring.			
				4–1/8	1–3/16	P-1227X	W-9273	LR-69	WB-1873
	Super Power or 8000 Ft. Altitude for Gasoline	....	....	.....	.....	SA-80 With PR-18 Packing Ring.			
				4–1/8	1–3/16	P-1228X	W-9273	LR-69	WB-1873
	☞NOTE: P-1227X has a 7/64" Stepped Head and a distance of 1 27/32" from Center of Pin Hole to Top of Head. P-1228X has a 1/2" Stepped Head and a distance of 2 1/4" from Center of Pin Hole to Top of Head.								

(Continued on next page)

for McCORMICK-DEERING & INTERNATIONAL TRACTORS

PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1939–47	Farmall A, AV, B, BN; International A; Power Unit U2	4	3						
	Standard Compression for Gasoline					SA-90 With PR-18 Packing Ring.			
				3–1/8	1–1/4	P-1238X	W-9273	LR-69	WB-1873
	5000 and 8000 Ft. Altitude for Gasoline			3–1/8	1–1/4		W-9273	LR-69	WB-1873
	Standard Compression for Kerosene or Distillate					SA-94 With PR-18 Packing Ring.			
				3–1/8	1–3/16	P-1247X	W-9273	LR-69	WB-1873
	5000 and 8000 Ft. Altitude for Kerosene			3–1/8	1–3/16		W-9273	LR-69	WB-1873
1939–48	Farmall H; I4, O4, W4; Power Unit U4; Combine No. 122	4	3 3/8						
	Standard Compression					SA-91 Complete Sleeve Assembly.			
				1–1/8 2–5/32	1–1/4	P-1243X	W-9375	LR-21	WB-1826
	5000 Ft. Altitude or High Compression for Gasoline			1–1/8 2–5/32		SA-128 P-1283X	W-9375	LR-21	WB-1826
	☞ The Sleeve of SA-91 and SA-128 Assembly is Dry Liner Type, flanged at Top.								
1939–48	Farmall M; I6, O6, W6; Trac-Tractor T6; Power Unit U6	4	3 7/8						
	Standard Compression					SA-92			
				1–1/8 2–5/32	1–1/4	P-1244X	W-9376	LR-80	WB-1929
	5000 Ft. Altitude or High Compression for Gasoline			1–1/8 2–5/32	1–1/4	SA-129 P-1284X	W-9376	LR-80	WB-1929
	5000 and 8000 Ft. Altitude for Kerosene and Distillate			1–1/8 2–5/32	1–1/4		W-9376	LR-80	WB-1929
	☞ The SA-92 and SA-129 Assemblies are Dry Liner Type, flanged at top.								
1940–47	Diesel Farmall MD, ID6, OD6; WD6; Trac-Tractor TD6; Power Unit UD6	4	3 7/8	1–3/32 1–1/8 1–5/32	2–1/4		W-9376	LR-80	WB-1929

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for McCORMICK-DEERING & INTERNATIONAL TRACTORS

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1917–39	I.H.C. 8-16 VB Series to No. VB-5748, HC Series to No. HC-11871, (1917-20); Farmall 20, F20; Combines No. 3, No. 7, No. 9, No. 10, No. 11 (after 1924) 12-16 Cut..	4							
	Valve with Single Keeper Groove	....	V-359	V-359					
	Original Type Guide (4 1/8" Long)	....	.....	.....	G-44	G-44			
	Special Short Guide (2 19/32" Long)	....	.....	.....	G-383	G-383	VS-206	VS-206	VK-76
	Valves with two Keeper Grooves	....	V-894R	V894R					
	Original Type Guide (4 1/8" Long)	....	.....	.....	G-44	G-44			
	Special Short Guide (2 19/32" Long)	....	.....	.....	G-383	G-383	VS-206	VS-206	VK-113
								Spring Seat →	MS-3
	☛ V-359 is Original Type for 1917-31 to Engine T125747 on Farmall and Combines; V-894R is Original Type after 1931, after Engine T125747, but may be used in earlier engines provided that Keeper VK-113 and Spring Seat MS-3 are also installed.								
1921–40	I.H.C. 8-16 IC Series to No. IC-17023 (1921-22); 10-20, Orchard 10-20, Industrial 20; Power Units 200, SP200.....	4							
	Valve with Single Keeper Groove	....	V-360	V-360					
	Original Type Guide (4 1/8" Long)	....	.....	.....	G-44	G-44			
	Special Short Guide (2 19/32" Long)	....	.....	.....	G-383	G-383	VS-205	VS-205	VK-76
	Valves with Two Keeper Grooves	....	V-930R	V-930R					
	Original Type Guide (4 1/8" Long)	....	.....	.....	G-44	G-44			
	Special Short Guide (2 19/32" Long)	....	.....	.....	G-383	G-383	VS-205	VS-205	VK-113
								Spring Seat →	MS-3
								Lock Wire →	MS-1
	☛ V-360 is Original Type for 1921-31; V-930R is Original Type after 1931, but may be used in earlier engines provided that Keeper VK-113, Spring Seat MS-3 and Lock Wire MS-1 are also installed.								
1924–29	15-30.....	4							
	Valves with Three Keeper Grooves	....	V-1112	V-1112					
	Original Type Guide (5 1/16" Long)	....	.....	.....	G-215	G-215			
	Special Short Guide (3 7/16" Long)	....	.....	.....	G-382	G-382	VS-210	VS-210	VK-66
								Spring Seat →	MS-4
								Lock Wire →	MS-1
	☛ V-1112 may be used to replace Single Keeper Groove Valves provided that Keeper VK-66, Spring Seat MS-4, and Lock Wire MS-1 are also installed.								
1926–36	Combine No. 8, 10-12 Cut.....	4	V-675	V-675	G-172	G-172	VS-74	VS-74	VK-44
1929–39	15-30, 22-36, Industrial 30; Power Units 300, MP300 (4 3/4 cyl. Dia.).	4							
	Valve with Single Keeper Groove	....	V-672	V-672					
	Original Type Guide (5 1/16" Long)	....	.....	.....	G-215	G-215			
	Special Short Guide (3 7/16" Long)	....	.....	.....	G-382	G-382	VS-210	VS-210	VK-76
	Valves with Three Keeper Grooves	....	V-893R	V-893R					
	Original Type Guide (5 1/16" Long)	....	.....	.....	G-215	G-215			
	Special Short Guide (3 7/16" Long)	....	.....	.....	G-382	G-382	VS-210	VS-210	VK-66
								Spring Seat →	MS-4
								Lock Wire →	MS-1
	☛ V-672 is Original Type for 1929-31; V-893R is Original Type after 1931, but may be used in earlier engines provided that Keeper VK-66, Spring Seat MS-4, and Lock Wire MS-1 are also installed.								

(Continued on next page)

for McCORMICK-DEERING & INTERNATIONAL TRACTORS

VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1931–40	Farmall 30, F30, 20-30, Industrial I30, W30; Power Units P30, U10	4	V-830R	V-831N					
	Service Type Flanged Guide (3 29/32" Long)				G-223R	G-223R	VS-213	VS-213	VK-66
								Lock Wire →	MS-1
	Special Short Flanged Guide (3 3/8" Long)				G-381	G-381			
1931–39	Trac-Tractor T20, Power Unit U7	4	V-968	V-968			VS-276	VS-276	VK-66
								Lock Wire →	MS-1
1932–40	Trac-Tractor T35, T40, TA40; TK40; Tractors IA40, IK40, WA40, WK40; Power Units PA40, PK40, PA50, U21	6	V-1062-S Super Valve with Eatonite Face.						
			V-726	V-727N	G-340	G-340	VS-169R Inner VS-170R Outer	VS-169R Inner VS-170R Outer	VK-66
	☛ NOTE: Valve Guide G-340 is Late Type "Short" Valve Guide, 3 3/32" Long.								
1931–41	(1933) Farmall F12 to Serial FS-3035 (FL Motor); (1931–41) Combines No. 20, 21, 22, 8 cut. (BD1 Motor)	4	V-922	V-922	G-268	G-268	VS-258	VS-258	VK-41
1933–40	Farmall F12, after Serial FS-3035; Farmall F14, I12, I14, O-12, O-14, W12, W14, Fairway 12, 14; Power Unit P12, (Overhead Valve Motor)	4	V-965	V-965	G-281	G-281	VS-273	VS-273	VK-84
1934–40	Combines No. 31, 31R, 31D, 31RD, 31RW, 31T, 41, 51, 12-16 Cut	6	V-1163-S Super Valve with Eatonite Face.						
			V-1056	V-1057N	G-380	G-264	VS-159	VS-159	VK-87
								Spring Seat →	MS-2
1939–46	Farmall A, AV, B, BN, International A; Power Unit U2	4	V-1255	V-1256N	G-375	G-375	VS-273	VS-273	VK-138
								Lock Wire →	MS-25
1939–47	Farmall H; HV; I4, O-4, W-4; Combine No. 122; Power Unit U4	4							
	Kerosene (Std. Comp.)		V-1257	V-1258N	G-376	G-376	VS-273	VS-273	VK-138
								Lock Wire →	MS-25
	Distillate and Gasoline (Std. Comp.)		V-1357	V-1358N	G-376	G-376	VS-273	VS-273	VK-138
								Lock Wire →	MS-25
	Gasoline (High Comp.)		V-1374	V-1359N			VS-273	VS-273	VK-138
								Lock Wire →	MS-25
1939–46	Farmall M; I6, O-6, W6; Trac-Tractor T6; Power Unit U6	4							
	Kerosene (Std. Comp.)		V-1259	V-1260N	G-377	G-377	VS-206	VS-206	VK-149
								Lock Wire →	MS-26
	Distillate and Gasoline (Std. Comp.)		V-1375	V-1376N	G-377	G-377	VS-206	VS-206	VK-149
								Lock Wire →	MS-26
	Gasoline (High Comp.)		V-1372	V-1373N			VS-206	VS-206	VK-149
								Lock Wire →	MS-26
1940–46	Diesel Farmall MD; ID6; WD6; Diesel Trac-Tractor TD6; Power Unit UD6	4							VK-149
								Lock Wire →	MS-26

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for McCORMICK-DEERING & INTERNATIONAL TRACTORS

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1917–40	I.H.C. 8-16; 10-20, Orchard 10-20; Industrial 20; Farmall 30, F30, Industrial I30, W30; Power Units 200, SP200, P30, U10	4	1310	.030 .090	NOTE: Main Bearings are Roller Type.								
	Bearing Shim	....	B-930	.022	....	....	....	....	....	....	....	....	.....
1924–28	15-30 to Tractor TG-99926	4	1887	.090	NOTE: Main Bearings are Roller Type.								
	Bearing Shim	....	B-370	1/32	....	....	....	....	....	....	....	....	.....
	☛ 1887 does not have bolt slots.												
1924–40	Farmall 20, F20; Trac-Tractor T20; Combines No. 3, No. 7, No. 10, No. 11, 12-16 Cut; Power Unit U7	4	2083	.020 .030 .090	NOTE: Main Bearings are Roller Type.								
	Bearing Shim	....	B-925	1/32	....	....	....	....	....	....	....	....	.....
1928–36	Combine No. 8, 10-12 Cut	4	....	....	2214	.090†	2215	.090†	2215	.090†	....	....	.....
1931–41	(1933) Farmall F12 to Serial FS-3035 (FL Motor); (1931-41) Combines No. 20, 21, 22, 8 Cut (BD1 Motor)	4	2846	See Note	2651	.090	2652	.090	2653	.090	....	....	.....
	☛ 2846 is available .002, .010, .020, .030 and .060 undersize. Use 2846 in all engines having Rods with replaceable Bearings. Early Rods had cast-in Bearings.												
1932–35	Trac-Tractor T40, TA40, Power Units PA40, PA50. (Bronze Back Main Bearings)	6	2669 2951	See Note	2361	.090†	2362	.090†	2363	.090†	2364	.090†	2–3–5–6
	Bearing Shim	....	B-2528	.012	....	....	....	....	....	....	....	....	.....
	☛ 2669 Babbitt Lined and 2951 Copper Alloy Super Bearings are available .002, .010, .020, .030 and .060 undersize.												
1933–35	Farmall F12, Serial FS-3036 to FS-41590; I12, O-12, W12, Fairway 12; Power Unit P12 (Overhead Valve Motor)	4	2654	See Note	2655	See Note	2655	See Note	2656	See Note	....	....	.....
	☛ 2654 is available .002, .010, .020 and .060 undersize. 2655 and 2656 are available .010, .020 and .060 undersize.												
1934–35	Combines No. 31, 31R, 31RD, 31RW, 31T, 41, 51, 12-16 Cut	6	2585 2955	See Note	2586	See Note	2587	See Note	2588	See Note	2589	See Note	3
	☛ 2585 Babbitt Lined is available .002, .010, .020, .030 and .060 undersize. 2955 Copper Alloy Super Bearing is available .002, .010, .020, .030, and .060 undersize. 2586, 2587, 2588 and 2589 are available .002, .020, .030, and .060 undersize.												
1935–40	Farmall F12 after Serial FS-41590; Farmall F14; I12, I14, O-12, O-14, W12, W14; Fairway 12, 14; Power Unit P12	4	2808	See Note	2809	See Note	2809	See Note	2810	See Note	....	....	.....
	☛ 2808, 2809, and 2810 are available .002, .010, .020, .030, and .060 undersize.												
1935–39	Trac-Tractor T35, TA40, TK40; Tractors IA40, IK40, WA40, WK40, Power Units PA40, PK40, PA50, U21. (Shell Type Main Bearings)	6	2669 2951	See Note	2768	See Note	2769	See Note	2770	See Note	2771	See Note	2–3–5–6
	Bearing Shim	....	B-2528	.012	....	....	....	....	....	....	....	....	.....
	☛ 2669 Babbitt Lined, 2951 Copper Alloy Super Bearing are available .002, .010, .020, .030, and .060 undersize. 2768, 2769, 2770 and 2771 are available .002, .010, .020, .030 and .060 undersize.												

(Continued on next page)

for McCORMICK-DEERING & INTERNATIONAL TRACTORS

MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1936–40	Combines No. 31R, 31RW, 31T, 41, 51, 12-16 Cut	6	2585 2955	See Note	2894	See Note	2587	See Note	2588	See Note	2589	See Note	3
	☛2585 Babbitt Lined is available .002, .010, .020, .030 and .060 undersize. 2955 Copper Alloy Super Bearing is available .002, .010, .020, .030 and .060 undersize. 2894, 2587, 2588 and 2589 are available .002, .020, .030 and .060 undersize.												
1939–46	Farmall A, AV, B, BN; International Power Unit U2	4	2808	See Note	3270	See Note	3270	See Note	3271	See Note	....	....	.....
	☛2808 is available .002, .010, .020, .030 and .060 undersize. 3270 and 3271 are available .002, .010, .020, .030 and .090 undersize.												
1939–46	Farmall H; I4, O-4, W4; Combine No. 122; Power Unit U4	4	3229	See Note	3230	See Note	3231	See Note	3230	See Note	....	....	.....
	☛3229, 3230 and 3231 are available .002, .020, .030, and .060 undersize.												
1939–46	Farmall M; I6, O6, W6; Trac-Tractor T6; Power Unit U6	4	3209	See Note	3227	See Note	3228	See Note	3227	See Note	....	....	.....
	☛3209 is available .002, .010, .020, .030 and .060 undersize. 3227 and 3228 are available .002, .020, .030, and .060 undersize only												
1939–46	TD18 Diesel	6	....	....	3310	.060	3311	.060	3312	.060	3313	.060	2–3–5–6
1939–46	TD14 Diesel	4	....	....	3320	.060	3321	.060	3322	.060	3323	.060	2–4
1940–45	W9, T9, I9, U9, after Engine No. 1263	4	3487	See Note	3488	.075	3489	.075	3488	.075	....	....	.....
	☛3487 is available .002, .010, .030 and .075 undersize.												
.....	T20, T21. (Cont. R6572)	6	3496	See Note	....	....	....	....	....	....	....	....	.....
	☛3496 is a Copper Alloy Super Bearing and is available .060 undersize.												
1940–46	WD9, Trac-Tractor TD9, ID9 Diesel	4	3314	.060	3315	.060	3316	.060	3315	.060	3315	.060	2–4
1940–46	WD6, Trac-Tractor TD6, ID6 Diesel	4	3317	.060	3318	.060	3319	.060	3318	.060	3318	.060	2–4

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimension following Shim stock number indicates thickness of Shim.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1934–35	Combines No. 31T, 41, 51, 12-16 Cut. (2-$^{63}/_{64}$" Dia. Impeller)	6	.....	PA-28	PB-61 Rear Bushing PN-2 Packing Nut PK-1 Pump Packing M-3 Pulley Key
1936–38	Combines No. 31, 31R, 31RD, R1RW, 31T, 41, 51, 12-16 Cut. (2-$^{15}/_{16}$" Dia. Impeller)	...	.....	PA-168	PB-61 Rear Bushing PN-2 Packing Nut PK-1 Pump Packing M-3 Pulley Key
1939–46	Farmall H; I4, O4, W4; Combine No. 122; Power Unit U4	4	.....	.....	PB-242 Front & Rear Bushing M-149 Thrust Washer

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for MENOMINEE BUS & TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1931–36	A30, DN-6, DM-6, T-1, 17-21 Pass., 3 Ton (Wauk. 6MK):	6	4 1/8	18–1/8	6–3/16	L458	4458		758
1932–37	A-15, DX-6, HTN, 1 1/2-2 1/2 Ton (Wauk. 6TL and 6-90):	6	3 3/8						
	Aluminum Pistons			18–1/8	6–3/16	L801	4801		1801
	Iron Pistons			12–3/16	6–3/16	L485	4485		785
1933–37	DN-6, N-6, T1 (Wauk. 6-110)	6	4	18–1/8	6–3/16	L848	4848		1848
1933–37	JX-6, JW-8, T2, 6W8, 6-8 Ton (Wauk. 6-125)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
	Chrome Rebore-Rebuild Set C4933								

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1931–36	T-1, 17-21 Pass; DN-6, A-30, 3T	6	4 1/8	Waukesha 6MK
1932–37	A-15, 1 1/2T	6	3 3/8	Waukesha 6TL
1933–37	DN-6, 3T; N-6, 3 1/2T	6	4	Waukesha 6-110
1933–37	JX-6, 5T; 6W-8, 6-8T	6	4 3/8	Waukesha 6-125

for MERCURY
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–48	99A, 09A, 19A, 29A, 69M, 79M, 89M:	8	3 3/16						
	For 3-Ring Pistons			16–3/32	8–5/32	L248	4248	1548	548
	Chrome Rebore-Rebuild Set C4248								
	For 4-Ring Pistons			16–3/32	16–5/32	L348	4348	1648	648
	Chrome Rebore-Rebuild Set C4348								
1939–46	Canadian Models: 95 HP.:	8	3 3/16						
	4-Ring Piston			16–3/32	16–3/16	L351	4351	1651	651
	Chrome Rebore-Rebuild Set C4351								
1949	9CM	8	3 3/16	16–3/32	16–3/16	L2623	42623		12623

Leak-Proof Piston Ring Sets, Chrome Rebore-Rebuild Sets and Service Special Ring Sets should not be used in models equipped with the full length thin Steel Sleeve.
Rebore-Rebuild Ring Sets and Factory Type Ring Sets only are recommended for use in models equipped with thin Steel Sleeves.

OVERSIZE SERVICE

All Ring Sets for Mercury are available in Std.-20-30-40-60 thousandths oversize.

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1939–48	All Models with 3 3/16" Motor 8 cyl. (3 Rings)	Steel	3 3/16	PX-30
				PX-12*
		Aluminum		PX-13*
		Double U-Slot Aluminum		PX-16*
	(4 Rings)	Solid Skirt		PX-52
1939–46	Canadian Models (3 Rings), 8 cyl.	Aluminum	3 3/16	PX-15*

Numbers marked with an asterisk (*) are U-Type Expanders. Others are Shell Type.

for **MERCURY**

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1939–48	99A, 09A, 19A, 29A, 69M, 79M, 89M	8	3 3/16	2–3/32	1–5/32	Use Piston P-343AX	W-9325	LR-63	WB-1862
				2–3/32	2–5/32	P-343AX	W-9325	LR-63	WB-1862
	PIN FOR FACTORY STEEL PISTON (2 31/32") Long →						W-9360	LR-63	WB-1862
	PISTON PIN BUSHING FOR OVERSIZE SERVICE (.015 O.S.-O.D.) →								WB-1961
	☛P-343AX is a T-Slot Cam Ground "Rams Horn" Type Dome Head Aluminum Piston available fitted with Std. .001 or .002 Oversize Pin.								
1949	9CM	8	3 3/16	2–3/32	2–3/16	P-399AX	W-9418		

OVERSIZE SERVICE

PISTONS: Semi-Finished—Std.-5-20-30-40-60 thousandths oversize. Mercury "S" Type Semi-Finished Pistons are turned to .035 to be used for finishing Pistons from Standard to and including .020 oversize. "OS" Type Semi-Finished Pistons turned to .085 to be used for finishing Pistons from .025 to .070 oversize.

PISTON PINS: Std. 1½-3-5-10 thousandths.

DRY CYLINDER SLEEVES

YEAR	MODELS	No. Cyl.	Cyl. Dia.	Sleeve	Wall Thickness	Length
1939–48	99A, 09A, 19A, 29A, 69M, 79M, 89M	8	3 3/16	SD-56	3/32	6½" (Cut-to-Length)

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1939–48	99A, 09A, 19A, 29A, 69M, 79M, 89M	8	V-1077-S	V-1077-S Super Valve with Eatonite Face.					
			V-942	V-942	G-275	G-275	VS-330	VS-330	VK-116
							Valve Guide Retainer →		VK-117
	☛V-942 is available with Stem .015" longer than Standard; Order V-942-L.								
1949	9CM	8	V-1384	V-1385N	G-420	G-420			

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1939–48	99A, 09A, 19A, 29A, 69M, 79M, 89M	8	2975 (4 Used)	See Note	2966	See Note	2966	See Note	2967	See Note	....	....	.....
	Bearing Shims	....	....	....	B-2451 1/64		B-2451 1/64		B-2452 1/64		....	....	.....
	Camshaft Bearings →	....	....	....	MB-15 See Note		MB-16 See Note		MB-15 See Note				
	☛2975 Cadmium Lined Bearing is available with .002, .010, .020, .030 and .050 undersize Inside Diameter with Standard Outside Diameter.												
	2966 and 2967 are available .002, .010, .020, .030 and .060 undersize.												
	☛MB15 and MB-16 are Precision Split Type Camshaft Bearings which require no reaming for standard size Camshafts. Also available semi-finished with approximately .010 reaming stock.												
1949	9CM	8	3540	See Note	2966	See Note	2966	See Note	3541	See Note	....	....	.....
	☛2966, 3540 and 3541 are available .002, .010, .020, .030 and .060 undersize.												

★Dimension following Shim stock number indciates thickness of Shim.

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for **MERCURY**

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1939–48	99A, 09A, 19A, 29A, 69M, 79M, 89M	8			
	Right Pump		PC-19 (1)	PA-153	
	Left Pump		PC-20 (1)	PA-153	

(1) With Pulley PY-7.

for **MINNEAPOLIS-MOLINE & TWIN CITY TRACTOR**

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1919–34	12-20, TW12-20, TY12-20, 17-28, Kombination KT, 11-20; Universal M, MT, 13-25 to Engine 525400 and from 526802 to 527031	4	4 1/4	8–1/4	8–1/4	L2549	42549		12549
1921–37	20-35, AE20-35, AT20-35, 27-44 (AE Motor)	4	5 1/2	12–5/16	4–5/16		5051		2051
1921–34	17-30, 17-30A	4	4 3/4	12–1/4	4–1/4		4811		1811
1926–34	17-30B	4	4 7/8	12–5/16	4–5/16				1911
1929	Combine B, 10 Cut (Herc. G)	4	4 3/4	12–3/16	4–3/16		4864		1864
1929–31	Combine A, 16-20 Cut (Herc. OX)	4	4	12–3/16	4–3/16	L805	4805		1805
1930–34	27-42	4	4 7/8	12–1/4	4–1/4				1912
1930–35	Combine C, 16-20 Cut (Herc. L)	4	4 1/2	12–3/16	4–3/16	L895	4895		1895
1930–38	Combines B, 10-12 Cut; D, 10 Cut; Harvester, 12 Cut (Herc. OOC)	4	4	12–1/8	4–3/16	L802	4802		1802
1932–38	Combine A, 16 Cut (Herc. OXC)	4	4 1/4	12–3/16	4–3/16	L395	4395		695
1933–47	Kombination KTA; Universal M from Engine 525400 to 526802 and after 527031 (KEA Motor); Standard UTS; Universal UTU; Industrial UTI, UTC Cane (KEC, KEF, KFF Motors); Power Unit 283-4A	4	4 1/4	12–5/32	4–1/4	L913	4913		1913
1935–38	Universal J, Standard J, Orchard J (JE Motor)	4	3 5/8	12–1/8	4–3/16	L828	4828		1828
1935–41	FTA, 21-32; Standard GT; Industrial GTI (GE Motor)	4	4 5/8	8–1/4	8–1/4		4868		1868
1937–47	Universal RTN, RTS, RTU, ZTN, ZTU; Standard RTS, ZTS; Industrial ZTI; Combines MM Harvester G3, G4 (EE, RE Motors); Power Unit 165-4A	4	3 5/8	12–1/8	4–3/16	L1052	5052		2052
1938–46	Combine Harvester, Jr., 6-8 Cut (Herc. IXB)	4	3 1/4	8–1/8	4–3/16	L1312	5312		2312
1940–46	Combine Harvester 69, 6 Cut (Wisc. VE4)	4	3	12–3/32	4–3/16	L1137	5137		2137
1942–46	Combine Harvester J2, 9 Cut (Wisc. VF4)	4	3 1/4	12–3/32	4–3/16	L1144	5144		2144
1942–47	GTA, GTI, HUA (Own "LE" and "HEB" Engine); Power Unit 403-4A	4	4 5/8	12–3/16	4–1/4	L1053	5053		2053
1946	HUA (Own HEB Engine)	6	4 5/8	18–3/16	6–1/4		42617		12617

for MINNEAPOLIS-MOLINE & TWIN CITY
PISTON, PIN & SLEEVE ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1919–34	12-20, TW12-20, TY12-20, 17-28.....	4	4¼	.....	.....	SA-13 (See Note)			
				2–¼	2–¼	P-980X	W-1075	SS-206	WB-1786
	☛Two PR-14 Packing Rings are required in the installation of SA-13.								
1930–33	Kombination KT, 11-20; Universal M, MT, 13-25 to Engine 525400 and from 526802 to 527031.....	4	4¼	2–¼	2–¼	.....	W-1075	.....	WB-1786
1930–38	Combines B, 10-12 Cut; D, 10 Cut; Harvester 12 Cut (Hercules OOC)..	4	4	2–3/16	1–3/16	Use P-1187X	W-9318	Osc.	WB-1796
				3–⅛	1–3/16	P-1187X	W-9318	Osc.	WB-1796
1932–38	Combine A, 16 Cut.....	4	4¼	3 3/16	1–3/16	P-1075X	W-9216	Osc.	WB-1864
1933–47	Kombination KTA; Universal M from Engine 525400 to 526802 and after 527031, (KEA Motor); Standard UTS, Universal UTU; Industrial UTI, Cane UTC; (KEC, KEF Motors).....	4	4¼	3–5/32	1–¼	P-1165X	W-1075	.....	WB-1786
1935–38	Universal J, Standard J, Orchard J, (JE Motor).....	4	3⅝	3–⅛	1–3/16	P-989X	W-9146	LR-21	WB-1826
1935–41	FTA, 21-32; Standard GT; Industrial GTI. (GE Motor).....	4	4⅝	2–¼	2–¼	P-1144X	W-9349	.....	WB-1786
1938-46	Combine Harvester Jr., 6-8 Cut (Hercules IXB).....	4	3¼	2–⅛	1–3/16	P-1139X	W-9290	Osc.	WB-1896
				2–⅛	1–3/16	P-293AX	W-9290	Osc.	.....

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1919–34	12-20, TW 12-20, TY 12-20, 17-28....	4	.....	.....	G-199	G-199	.....	.....	.....
	⅛" Oversize Head Valve.....		V-518	V-518	.....	.....	.....	.....	.....
1929–38	Combine A, 16-20 Cut.....	4	V-80	V-80	G-3	G-3	VS-188	VS-188	VK-46
1929–39	FT, FTA, 21-32 (FE, GE Motor)....	4	V-721	V-721	G-241	G-241	.....	.....	VK-92
1929–35	Combines (1929) B. 10 Cut: (1930-35) C, 16-20 Cut.....	4	.....	.....	G-194	G-194	→Plain Guides.		
1930–33	Kombination KT, 11-20; Universal M, MT, 13-25, all to Engine 525401...	4	.....	.....	.....	.....	VS-196	VS-196	.....
1930–38	Combines B, 10-12 Cut; D, 10 Cut; Harvester, 12 Cut (Hercules OOC)..	4	V-868	V-869N	G-206	G-206	VS-231	VS-231	VK-86 Late Type
1933–36	Kombination KTA; Universal M, from Engine 525401 to 528421 (KEA Motor).....	4	V-1125	V-1126N	G-325	G-325	VS-196	VS-196	.....
1935–38	Universal J, Standard J, Orchard J, (JE Motor).....	4	V-1127	V-1128N	.....	.....	.....	.....	VK-87
1936–39	Kombination KTA, Universal M, after Engine 528421. (Valves with two Keeper Grooves).....	4	V-1130	V-1131N	G-325	G-325	VS-196	VS-196	VK-87
1938–46	Standard UTS; Universal UTU; Industrial UTI. (KEC, KEF Motors).	4	V-1237	V-1238N	G-361	G-361	VS-196	VS-196	VK-146
1938–46	Combine Harvester Jr., 6-8 Cut (Hercules IXB).....	4	V-1024	V-1025N	G-305	G-305	VS-298	VS-298	VK-127
1939–41	Standard GT; Standard GTA; Industrial GTI (GE & LE Motors); Power Unit 283-4A, 403-4A, Low Grade Fuel (283-4, 403-4 Motors).	4	V-1239	V-1240N	G-361	G-361	VS-196	VS-196	VK-146
.....	Power Unit 283-4A, 403-4A, Gasoline and Butane (283-4, 403-4 Motors).	4	V-1237	V-1238N	.....	.....	VS-196	VS-196	VK-146

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for MINNEAPOLIS-MOLINE & TWIN CITY MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1919–27	12-20, TW12-20, TY12-20, 17-28, to approximate Engine 15240 (Front Main Bearing with Single Flange)	4	1503	.090†	2838	.090†	2839	.090†	2840	.090†	....	....	.....
	Bearing Shims	....	2471	.090†									
			B-75B	1/8	B-76B	1/8	B-77B	1/8	B-78B	1/8	....	....	.....
	☛1503 has Oil Grooves; 2471 is a Plain Bearing.												
1926–34	12-20, TW12-20, TY12-20, 17-28 after approximate Engine 15240 (Flanged Rear Main Bearings)	4	2471	.090†	2841	.090†	2839	.090†	2842	.090†	....	....	.....
	Bearing Shims	....	B-75B	1/8	B-76B	1/8	B-77B	1/8	B-78B	1/8	....	....	.....
1929–38	Combine A, 16-20 Cut	4	Use Parts Listed for Hercules OX and OXC.										
1929–35	Combines 1929, B, 10 Cut; 1930-35, C, 16-20 Cut. (Upper Halves Only)	4	....	....	2002	.090†	2002	.090†	2003	.090†	....	....	.....
	Bearing Shims	....	B-670	1/64	B-674	1/64	B-674	1/64	B-674	1/64	....	....	.....
1929–41	FT, FTA, 21-32; Standard GT; Industrial GTI, (FE, GE Motor)	4	2471	.090†	2843	.090†	2844	.090†	2845	.090†	....	....	.....
1930–38	Combines B, 10-12 Cut; D, 10 Cut; Harvester, 12 Cut. (Upper Halves Only)	4	....	....	2657	.090†	2657	.090†	2658	.090†	....	....	.....
	Bearing Shims	....	B-2040	.010	B-2041	.010	B-2041	.010	B-2041	.010			
1930–40	Kombination KT, KTA, 11-20; Universal M, MT, 13-25; Standard UTS; Universal UTU; Industrial UTI to Engine 544000. (KEA, KEC Motors)	4	2852	.090†	2847	.090†	2848	.090†	2849	.090†	....	....	.....
1935–38	Universal J, Standard J, Orchard J. (JE Motor)	4											
	To 1936 Engine No. 400262, Front Main Bearing 1 5/16" Long	....	2831	See Note	2832	.020† .060†	2833	.020† .060†	2834	.020† .060†	....	....	.....
	Bearing Shim	....	B-1356	1/32	....	....	....	....	....	....	....	....	.....
	After 1936 Engine No. 400262, Front Main Bearing 1 9/16" Long	....	2831	See Note	2936	.010 .060	2833	.020† .060†	2834	.020† .060†	....	....	.....
	☛2831 is available .002, .010, .020, and .060 undersize.												
1937–41	Universal RTN, RTS, RTU, ZTN, ZTU; Standard RTS, ZTS; Industrial ZTI. Combine Harvester G3, G4. (EE, RE Motors)	4	2942	See Note	....	....	....	....	....	....	....	....	.....
	☛2942 is available .002, .010 and .060 undersize.												
1938–46	Combine Harvester Jr., 6-8 Cut. (Upper Halves Only)	4	....	....	2751	.090	2751	.090	2752	.090	....	....	.....
	Bearing Shims	....	B-2043	.010	B-2125	.010	B-2125	.010	B-2125	.010	....	....	.....

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimension following Shim stock number indicates thickness of Shim.
The Suffix "B" indicates the Shim is Babbitt Tipped.

for MONARCH TRACTOR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Piston Ring Set Numbers: Rebore-Rebuild Sets With Expanders (Iron)	Piston Ring Set Numbers: Service Special Sets With Expanders (Steel)	Piston Ring Set Numbers: Factory Type Sets Without Expanders (Iron)
1930–31	K35 to Engine K2670	4	4¾	12–¼	4–¼		4811		1811
1931	K35 after Engine K2670	4	5	12–3/16	4–¼		5369		2369

PISTON, PIN & SLEEVE ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED: Comp.	PISTON RINGS USED: Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1930–31	K 35 to Engine K2670	4	4¾	.....	.....	SA-17 With PR-10 Packing Rings.			
				3–¼	1–¼	P-967X	W-9128	SS-204	WB-1741
	☛Use SA-41 Standard Compression when changing 4¾″ motors to 5″. If Pistons only are desired, use P-1155X Standard Compression or P-1178X High Compression.								
1931	K 35 after Engine K2670	4	5	3–¼	1–¼	→Rings for Early Type Pistons			
	Standard Compression	....	....	.....	.....	SA-41 With PR-10 Packing Rings.			
				3–3/16	1–¼	P-1155X	W-9128	SS-204	WB-1741
	Super Power or High Compression	....	....	3–3/16	1–¼	P-1178X	W-9128	.....	WB-1741
	☛Piston Pin Bushings for Upper End of Connecting Rod are not included in Sleeve Assemblies.								

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES: Exhaust	VALVES: Intake	GUIDES: Exhaust	GUIDES: Intake	SPRINGS: Exhaust	SPRINGS: Intake	KEEPERS Exh. & Int.
1930–31	H, 50 after Serial 61999; K, 35	4	V-788	V-789N	G-212	G-212	VS-208	VS-208	VK-107

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING: Stock No.	CON. ROD BEARING: Under-size	FRONT MAIN: Stock No.	FRONT MAIN: Under-size	CENTER MAIN: Stock No.	CENTER MAIN: Under-size	REAR MAIN: Stock No.	REAR MAIN: Under-size	INTERMEDIATE MAIN: Stock No.	INTERMEDIATE MAIN: Under-size	INTERMEDIATE MAIN: Location
1930–31	K, 35 after Tractor K-51; H, 50 after Serial 61999 (3″ Dia. Crankshaft)	4	....	....	2648	.090†	2648	.090†	2649	.090†	....	....	.....

★Bearings marked † are supplied only in undersize and NOT in standard size.

for MORELAND BUS & TRUCK

MOTOR PARTS

☛After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1931–43	B-16, E16, E16H, 3½-4T; R-200, 4-5T; E-18, E-19, E-21, E22H, E-220, BD21M, 4½-6T; E-22, E25H, E-250, 6T; E-260, 7T; ED25M, 7T	6	4¼	Hercules WXC3
1932–43	RR-10, 1½T; R11H, R12H, RR12, R13H, 2-2½T; R-145, R-150, R-175, R-180, 2½-4T; RA-15, RR-15, RR-15A, R16H, R-165, 3-4T; RA-20, 5-5½T	6	3¾	Hercules JXC
1932–43	H-24, H-26, E30H, H30H, 5½-6½T; H-300, H340, HC340, TC420, 7½-10T; HD34M, HD400, 10T	6	4½	Hercules RXB
1935–36	TD34, 10T; T-420, 8-10T	6	5	Waukesha 6RB
1935–37	R-130D, R-145D, R-150D, 2-3T; R-165D, R-175D, R-180D, 3-4T	6	3½	Hercules (Diesel) DJXB
1935–43	E-220D, 4½-5½T; R-220D, E-250D, 6T; R-260D, 7T; H-300D, 7½-9T	6	4⅜	Hercules (Diesel) DRXB
1935–37	R-125, 2-3T; R-140, 2½-3½T	6	3⅝	Hercules JXB
1935–37	R-190, 3½-4½T	6	4	Hercules JXD
1936–43	T-420, 8-10T; TA-420, TC420, TD420, 10T	6	5	Hercules HXB
1936–43	T-420D, TA-420D, 8-10T	6	5	Hercules (Diesel) DHXB
1936–37	H300CD, 8-9T; TA420CD, 10T	6	4⅞	Cummins-Diesel HB6
1937–43	R-170, 3-4T; R-190, 4-5T	6	3¾	Hercules JXCM
1937–43	R-190, 4-5T; R-200, 4½-5½T	6	4	Hercules JXDM
1937–43	R-170D, 4-5T; R-180D, 3-4T	6	3¾	Hercules (Diesel) DJXC

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for MORELAND BUS & TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1931–42	B16, BD21M, E16, E16H, E18, E19, E21, E22, E22H, E25H, ED25M, E220, E250, E260, R200, 3½-7 Ton (Herc. WXC3):	6	4¼						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1932–42	RR-10, R-11H, R-12H, RR-12, R-13-H, R-145, R-150, R-165, R-170, R-175, RA-15, RA-20, RR-15, RR-15A, R16H, 1½-5½ Ton (Herc. JXC):	6	3¾	18–1/8	6–3/16	L862	4862		1862
1932–42	E30, H-24, H-26, H30H, HD34M, H-300, H-340, HC-340, HD-400, TC-420, 5½-10 Ton (Herc. RXB):	6	4½						
	For 4-Ring Aluminum Pistons			18–1/8	6–3/16	L497	4497		797
	For Late 5-Ring Pistons			24–1/8	6–3/16	L920	4920		1920
1935–36	T420-D, 8-10 Ton (Wauk. Diesel 6D140)	6	5	18–1/8	6–1/8 6–3/16		4450		750
1935–36	TD-34, T-420, 8-10 Ton (Wauk. 6RB)	6	5	18–5/32	6–3/16		4445		745
1935–37	R-130D, R-145D, R-150D, R-165D, R-175D, R-180D, 2-4 Ton (Herc. Diesel DJXB)	6	3½	24–1/8	12–3/16	L1290	5290		2290
1935–42	E-220D, E-250D, H-300D, R-220D, R-260D, 4½-9 Ton (Herc. Diesel DRXB)	6	4⅜	24–1/8	12–¼	L1298	5298		2298
1935–37	R-125, R-140, 2-3½ Ton (Herc. JXB)	6	3⅝	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1935–37	R-190, 3½-4½ Ton (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1936–42	T-420, TA-420, TC-420, TD-420, 8-10 Ton (Herc. HXB)	6	5	18–5/32	6–¼		5273		2273
1936–42	T-420D, TA-420D, 8-10 Ton (Herc. Diesel DHXB)	6	5	24–1/8	12–¼		5288		2288
1936–42	H300CD, TA420CD, 8-10 Ton (Cummins Diesel HB6):	6	4⅞						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1937–42	R-170, R-190, 3-5 Ton (Herc. JXCM)	6	3¾	18–1/8	6–3/16	L862	4862		1862
1937–42	R-190, R-200, 4-5½ Ton (Herc. JXDM)	6	4	18–1/8	6–3/16	L858	4858		1858
1937–42	R-170D, R-180D, R-190D, 3-5 Ton (Herc. Diesel DJXC)	6	3¾	24–1/8	12–3/16	L1292	5292		2292

for NASH & LAFAYETTE
PISTON RING SETS

1928–32	Standard 6, 320 to 328, 420 to 428; Single 6, 450; 660, 960; Big 6, 1060	6	3⅛	12–1/8	6–1/8 6–3/16	L292	4292		592
1929	Standard 6, 431 to 442	6	3¼	18–1/8	6–3/16	L293	4293		593
1929	Advanced 6, 460 to 470	6	3 7/16	12–1/8	6–1/8 6–3/16	L294	4294		594
1930	Twin Ignition 6, 480	6	3⅜	12–1/8	6–1/8 6–3/16	L250	4250		550
1930–32	Twin Ignition 8, 490, 890, 990	8	3¼	16–1/8	8–1/8 8–3/16	L296	4296		596

(Continued on next page)

for NASH & LAFAYETTE

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1931–32	870, 970	8	2 7/8	16–1/8	8–1/8 8–5/32	L297	4297		597
1931–33	880, 980; Standard 8, 1070, 1130; Special 8, 1170	8	3	16–1/8	8–1/8 8–3/16	L227	4227		527
1932–34	Advanced 8, 1090; Ambassador 8, 1090; 1190, 1290	8	3 3/8	16–1/8	8–1/8 8–3/16	L251	4251		551
1932–42	Special 8, 1080; Advanced 8, 1180, 1280, 3580; Ambassador 8, 3580, 3680, 3780, 3880, 3980, 4080, 4180, 4280	8	3 1/8	16–1/8	8–1/8 8–3/16	L253	4253		553
1933–36	Big 6, 1120; Lafayette 110, 3510, 3610	6	3 1/4	12–1/8	6–1/8 6–3/16	L249	4249		549
1934–36	Big 6, 1220; Advanced 6, 3520; Ambassador 6, 3620; 3640, 3640A, Series 400	6	3 3/8	12–1/8	6–1/8 6–3/16	L250	4250		550
1937–41	400 Ambassador 6, 3720, 3820, 3920, 4020, 4160 to Service No. N6-45310; Lafayette 3710, 3810, 3910, 4010	6	3 3/8	12–1/8	12–5/32	L239	4239		539
1941–48	Ambassador 6, 4160 after Service No. N6-45310; 4260, 4660, 4760, 4860	6	3 3/8	12–3/32	12–5/32	L331	4331		631
1941–48	Ambassador 600, 4140, 4240, 4640, 4740, 4840	6	3 1/8	12–3/32	6–3/16	L329	4329		629

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1936–42	Ambassador 8, 3680, 3780, 3880, 3980, 4080, 4180, 4280, 8 cyl.	Wide Strut	3 1/8	PX-56
1937–47	400 Ambassador 6, 3720, 3820, 3920, 4020, 4160, 4260, 4660, 4760, La-Fayette 3710, 3810, 3910, 4010, 6 cyl.	Wide Strut	3 3/8	PX-25
1941–47	Ambassador 600, 4140, 4240, 4640, 4740, 4840, 6 cyl.	Cast Iron Wide Strut	3 1/8	PX-39 PX-57

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1930–32	Twin Ignition 8, 490 to Serial 511470; 890 after Serial 511470, 990	8	3 1/4	2–1/8	1–1/8 1–3/16	P-144NX	W-9166	LR-14	.....
1932–34	Advanced 8, 1090; Ambassador 8, 1090, 1190, 1290	8	3 3/8	2–3/32	2–5/32	P-216NRX	W-9221	LR-48	.....

CYLINDER SIZE INFORMATION

Not all Nash and LaFayette engines built since 1931 had standard size cylinders. The original cylinder size is indicated by the first letter of the three-letter code just above the engine number plate on the 1931-38, 8 cyl. engines, and on the right rear side of the 1931-38, 6 cyl. engines, just below the cylinder head.

On the "10" and "40" series, after 1938, this code is stamped on machined surface provided for engine number above the left front water jacket cover plate or plug. The "20", "60", and "80", series after 1938, have the code on the machined surface at upper front corner of right side of cylinder block.

If the first letter of this code is "A", it indicates standard cylinder size; "C" indicates .010 oversize; "D" indicates .015 oversize; "E" indicates .020 oversize.

(Continued on next page)

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for NASH & LAFAYETTE

PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1933–36	Big 6, 1120; Lafayette 110, 3510, 3610	6	3 1/4	2–1/8	1–1/8 1–3/16	P-144NX	W-9166	LR-48	WB-1868
1934–41	Big 6, 1220; Advanced 6, 3520; Ambassador 6, 3620, 3720, 3820, 3920, 4020; 3640, 3640A, Series 400; Lafayette 3710, 3810, 3910, 4010; Ambassador 6, 4160 to Service No. N6-45310	6	3 3/8	2–1/8	1–1/8 1–3/16	See Note	W-9221	LR-48	WB-1868
				2–1/8	2–5/32	See Note	W-9221	LR-48	WB-1868
	NOTE: To Replace Pistons use Piston P-216NRX in Complete Sets.								
1934–42	Advanced 8, 1280, 3580; Ambassador 8, 3580, 3680, 3780, 3880, 3980, 4080, 4180, 4280	8	3 1/8	2–1/8	1–1/8 1–3/16	P-152NX	W-9265	LR-48	WB-1868
1941–47	Ambassador 6, 4160 after Service No. N6-45310; 4260, 4660, 4760	6	3 3/8	2–3/32	2–5/32	P-216NRX	W-9221	LR-48	WB-1868
1941–47	Ambassador 600, 4140, 4240, 4640, 4740	6	3 1/8	2–3/32	1–3/16	P-318NX	W-9386	LR-35	WB-1944

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1933–36	Big Six, 1120; LaFayette 110, 3510, 3610	6	V-951	V-952N	G-257	G-257	VS-287	VS-287	VK-51
1934	Advanced 8, 1280, after Serial B-71688 (Split Type Keeper)	8	V-943	V-1185N	G-274	G-274	.....	.....	VK-87
1934–36	Ambassador 8, 1290, 8 cyl. Big 6, 1220, Advanced 6, 3520, Ambassador 6, 3620, 6 cyl. (Split Type Keeper)	6–8	V-935	V-936N	G-274	G-274	.....	.....	VK-87
1935–36	Advanced 8, 3580, Ambassador 8, 3580, 3680	8	V-943	V-1185N	G-274	G-274	.....	.....	VK-87
1935–36	3640, 3640A, Series 400	6	V-951	V-952N	G-257	G-300	VS-287	VS-287	VK-51
1937	Ambassador 6, 3720	6	V-935	V-936N	G-274	G-274	VS-326 Inner VS-327 Outer	VS-326 Inner VS-327 Outer	VK-87
1937	Ambassador 8, 3780	8	V-943	V-1185N	G-274	G-274	VS-326 Inner VS-327 Outer	VS-326 Inner VS-327 Outer	VK-87
1937–40	400; LaFayette 3710, 3810, 3910, 4010	6	V-951	V-952N	G-257	G-300	VS-324	VS-324	VK-51
1938–45	Ambassador 6, 3820, 3920, 4020, 4160, 4260	6	V-935	V-936N	G-346	G-274	VS-326 Inner VS-327 Outer	VS-326 Inner VS-327 Outer	VK-87.
1938–45	Ambassador 8, 3880, 3980, 4080, 4180, 4280	8	V-943	V-1185N	G-346	G-274	VS-326 Inner VS-327 Outer	VS-326 Inner VS-327 Outer	VK-87
1941–45	Ambassador 600, 4140, 4240	6	V-1313	V-1314N	G-392	G-393	VS-352	VS-352	VK-51
1946–47	Ambassador 600, 4640, 4740	6	V-1313	V-1391N	.....	.....	VS-352	VS-352	VK-51
1946–48	Ambassador 6, 4660, 4760, 4860	6	V-1390	V-936N	.....	.....	.....	.....	VK-87
1948	Ambassador 600, 4840	6	V-1313	V-1391N	.....	.....	.....	.....	VK-51

for NASH & LAFAYETTE

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1933	Standard 8, 1130	8	....	....	2743	See Note	....	....	2745	See Note	2746	See Note	3–7
	☛2743, 2745 and 2746 are available .002, .020 and .060 undersize.												
1933–47	Big 6, 1120, 1220; Advanced 6, 3520; Ambassador 6, 3620, 3720, 3820, 3920, 4020, 4160, 4260, 4660, 4760; Series 400, 3640, 3640A; LaFayette 110, 3510, 3610, 3710, 3810, 3910, 4010	6	2556	See Note	2743	See Note	2744	See Note	2745	See Note	2746	See Note	2–3–5–6
	☛2556 is available .001, .002, .010, .020, .030 and .060 undersize. 2743, 2744, 2745 and 2746 are available .002, .020 and .060 undersize.												
1934–45	Advanced 8, 1280, 3580; Ambassador 8, 3580, 3680, 3780, 3880, 3980, 4080, 4180, 4280	8	2889	See Note	2695	.060	2696	.060	2697	.060	2698 .060 2699 .060		2–4–6–8 3–7
	☛2889 is available .002, .010 and .060 undersize.												
1941–47	Ambassador 600, 4140, 4240, 4640, 4740	6	3263	See Note	3264	See Note	3265	See Note	3266	See Note	3265	See Note	3
	Camshaft Bearings	....	....	....	MB-72 See Note		MB-73 See Note		MB-75 See Note		MB-74 See Note		3
	☛3263 is available .001, .002, .010, .020, .030, and .060 undersize.												
	3264, 3265, and 3266 are available .002, .010, .020, and .060 undersize.												
	MB-72, MB-73, MB-74 and MB-75 are Ream Type Camshaft Bearings.												

★Not all Nash and LaFayette engines built since 1931 were originally equipped with standard size bearings. The original MAIN BEARING size is indicated by the SECOND letter, and the original CON. ROD BEARING size is indicated by the THIRD letter of the three letter code just above the engine number plate on the 1931-38 eight cylinder engines and on the right rear side of the 1931-38 six cylinder engines just below the cylinder head. On the "10" and "40" Series after 1938 this code is stamped on machine surface provided for engine number above the left front water jacket cover plate or plug. The "20", "60" and "80" Series after 1938 have the code on the machine surface at upper front corner of right side of cylinder block. If the SECOND letter of this code is "B" the original MAIN BEARINGS were .010" undersize. If the THIRD letter is "B", the original CON. ROD BEARINGS were .010" undersize.

★Dimension following Shim Stock number indicates thickness of Shim.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1930–34	Big 6, 1120, 1220, LaFayette 110, 6 cyl.; Twin Ignition 8, 490 to 499, after Serial 505185; 890, 990 Advanced 8, 1090, Ambassador 8, 1090, 1190, 1290; Standard 8, 1130, 8 cyl.	6–8	.....	.....	PB-67 Front Bushing PN-33 Packing Nut PK-64 Pump Packing
1937–39	400; Ambassador 6, 3720, 3820; 3920 to Service No. N6-22795; LaFayette 3710, 3810, 3910 with Voltage Regulator to Service No. LH-19414; without Voltage Regulator to Service No. LH-40219; 6 cyl.; Ambassador 8, 3780, 3880; 3980 to Service No. N8-9455, 8 cyl. (4" Shaft, Drilled for Coupling Bolt)	6–8	.....	PA-157	.....
1940–42	Ambassador 8, 4080, 4180, 4280	8	.....	PA-268	M-567 Drive Coupling

(Continued on next page)

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WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1940–48	LaFayette, 4010, Ambassador 6, 4020, 4160, 4260, 4660, 4760, 4860 to Serial No. R-472525	6		PA-240	M-567 Drive Coupling
1941–42	Ambassador 600, 4140, 4240	6		PA-276	M-567 Drive Coupling
1946–48	Ambassador 600, 4640, 4740, 4840	6		PA-299	M-567 Drive Coupling
1948	Ambassador 6, 4860 after Serial No. R-472525	6			PS-224 Shaft PL-201 Impeller PB-274 Front Bushing PN-33 Packing Nut PK-64 Pump Packing M-487 Rivet M-567 Drive Coupling

INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number
1452	3⅜x3/16 C	44956	W-9265 Std.	84796	3¼x3/16 O	3103494	PS-224
6360	3⅛x⅛ O	44987A	2695	84869	W-9221 .001	3103495	PS-227
9023	3¼x⅛ O	44988A	2698	84870	W-9221 .003	3103496	PL-201
9029	3¼x⅛ C	44989A	2696	84871	W-9221 .005	3104121	2743
12034	LR-14	44990A	2699	85303	Use 44776	3104122	2746
15007	VK-51	44991A	2697	87166	3⅜x3/16 O	3104123	2744
15447	Use 44775	44992A	2695 .010 U.S.	87167	W-9221 Std.	3104124	2745
15448	3x⅛ O	44993A	2698 .010 U.S.	87325	M-310		
15622	M-84	44994A	2696 .010 U.S.	89918	3⅜x⅛ O	3105357	WB-1944
18723	LR-35	44995A	2699 .010 U.S.	89919	3¼x⅛ O	3105381	VS-352
19509	M-54					3105386	G-393
21495	2⅞x⅛ C	44996A	2697 .010 U.S.	92145A	2889	3105387	G-392
21496	2⅞x⅛ O	45458	LR-48	92146A	2889 .002	3105427	W-9386 Std.
23419A	2789 .010	45765	W-9265 .001	92147A	2889 .010	3105542	LR-35
24524	G-258	45766	W-9265 .003	92276A	PA-155	3105776	V-1313
		45767	W-9265 .005	92349	VS-324	3105777	V-1314N
24718A	2745	45846	G-274	92417	3⅜x⅛ C	3106501	M-595
24720A	2746	45879	V-943	92667	M-566	3106878	3263 .010 U.S.
24809A	2743 .010 U.S.			92770	VS-326	3106881	3263 Std.
24810A	2745 .010 U.S.	46243	3⅜x⅛ C	92771	VS-327	3107490	SB-928
24812A	2746 .010 U.S.	46244	3⅛x⅛ C	92935	3⅜x5/32 O	3107600	3264 Std.
24813A	2595 .010 U.S.	46407	V-936N	94401A	2-3⅜x⅛ C	3107603	3264 .002 U.S.
		46654	VS-288		2-3⅜x5/32 O	3107606	3264 .010 U.S.
25280	WB-1868	46655	VS-289		2-3⅛x⅛ C	3107607	3265 Std.
25399A	2744 .010	48948	M-114	94402A	1-3⅛x⅛ O	3107610	3265 .002 U.S.
25505	G-257	49222	G-300		1-3⅛x3/16 O		
25636A	2556	49226A	2743	94708	V-1185N	3107613	3265 .010 U.S.
25637A	2556 .010	49227A	2746	95221	G-346	3107614	3266 Std.
		49228A	2744	95527	G-257	3107617	3266 .002 U.S.
26048	G-274	49229A	2745	95595	G-346	3107620	3266 .010 U.S.
26898	VK-87	49727	M-112	98598	G-257	3107684	PS-229
27161	V-952N	52390	3¼ .010x3/16 C			3107700	P-318N Std.
		61653	3 7/16x3/16 C	98921A	2556 .002	3107708	P-318N .020
27162	V-951	63393	3 7/16x3/16 O	102061	2743 .002	3107709	P-318N S.F.
28129A	PA-123	63602	3 7/16x3/16 C	102062	2746 .002	3107710	P-216NR Std.
29055	M-31	65832	3 7/16x3/16 O	102063	2744 .002	3107712	P-216NR .002
29139	VS-287	70801	3 7/16x⅛ C	102064	2745 .002	3107714	P-216NR .005
31194	3¼x3/16 C	71845	3 7/16x⅛ O	102673	PA-224R	3107715	P-216NR .010
41895	3x3/16 O			102674	PA-226R	3107718	P-216NR .020
43510	3⅛x3/16 O	76113	M-311	159727	M-461	3107719	P-216NR S.F.
44674	3⅛x⅛ O	81500	PN-33	3102883	P-152N .001	3107726	W-9386 .001
44675	3x⅛ O	81961	M-567	3102890	P-152N .020	3107727	W-9386 .003
44775	3x⅛ C			3102891	P-152N S.F.	3109419	V-935
44776	3¼x⅛ C	82830	PK-64	3103074	K-1212	3111818	No. 4329
44797	PB-67	82936	W-9166 Std.	3103426	PB-274	3111820	No. 4331
44955	P-152N Std.	84409	VS-157	3103449	M-487	3121001	PS-235

"C"—Compression Ring; "O"—Oil Ring; "Std."—Standard; "S. F."—Semi-Finished.

for NELSON-LE MOON TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1932–39	500, 506, 507, 507-SBD1000, 507SW151, 518 (Wauk. 6MK):	6	4 1/8	18–1/8	6–3/16	L458	4458		758
1932–39	501, 600, 607, 607SW251, 700, 800, 802, 806, 900 (Wauk. 6SRL):	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1932–39	1100, 1200 (Wauk. 6RB)	6	5	18–5/32	6–3/16		4445		745
1936–39	206, 207, 208, 218, 306, 307 (Wauk. 6BL):	6	3 1/2	18–1/8	6–3/16	L442	4442		742
1936–39	406, 407, 407SW75, 407SW151, 408, 418 (Wauk. 6BK):	6	3 3/4						
	Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1936–39	508, 510 (Wauk. 6-110)	6	4	18–1/8	6–3/16	L848	4848		1848
1936–39	610, 907 (Wauk. 6-125)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1938–39	308, 318 (Wauk. 6BM)	6	3 5/8						
	Steel Strut Aluminum Pistons			18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
	All Aluminum Type Pistons			6–1/8 12–1/4	6–3/16	L1321	5321		2321

MOTOR PARTS

☞ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1932–39	500, 506, 507, 507–SBD1000, 507SW151, 518	6	4 1/8	Waukesha 6MK
1932–39	501, 600, 607, 607SW251, 700, 800, 802, 806, 900	6	4 3/8	Waukesha 6SRL
1932–39	1100, 1200	6	5	Waukesha 6RB
1936–39	206, 207, 208, 218, 306, 307	6	3 1/2	Waukesha 6BL
1936–39	406, 407, 407SW75, 407SW151, 408, 418	6	3 3/4	Waukesha 6BK
1936–39	508, 510	6	4	Waukesha 6-110
1936–39	610, 907	6	4 3/8	Waukesha 6-125
1938–39	308, 318	6	3 5/8	Waukesha 6BM

for NETCO TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1932–41	C, C-41 (Wauk. 6MK):	6	4 1/8	18–1/8	6–3/16	L458	4458		758
1932–40	J, K, 4-5 Ton (Wauk. 6SRK):	6	4 5/8	18–5/32	6–3/16		4471		771
1935–41	A, A-41 (Wauk. 6BL):	6	3 1/2	18–1/8	6–3/16	L442	4442		742
1935–41	B, B-41 (Wauk. 6BK):	6	3 3/4						
	For Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1935–41	E, D-41 (Wauk. 6MZ):	6	4 1/4						
	For 3-Ring Iron Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Iron & Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1937–40	J (Lycoming AEF)	8	3 3/4	16–1/8	8–1/8 8–3/16	L963	4963		1963
1941	F-41 (Wauk. 6SRLR)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1941	H-41 (Wauk. 6SRKR):	6	4 5/8	18–5/32	6–3/16		4471		771

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for NETCO TRUCK

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1932–41	C, C-41	6	4 1/8	Waukesha 6MK
1932–40	J, K, 4-5 Ton	6	4 5/8	Waukesha 6SRK
1935–40	A	6	3 1/2	Waukesha 6BL
1935–40	B	6	3 3/4	Waukesha 6BK
1935–41	E, D-41	6	4 1/4	Waukesha 6MZ
1941	F-41	6	4 3/8	Waukesha 6SRLR
1941	H-41	6	4 5/8	Waukesha 6SRKR

for NICHOLS-SHEPARD COMBINE

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–38	Combine A, 10-14 Cut (Wauk. XAK)	4	3 3/4	12–1/8	4–3/16	L431	4431		731
1936–38	Combine B, 10-14 Cut (Herc. OOC)	4	4	12–1/8	4–3/16	L802	4802		1802
1936–38	Combines D, Western Special 12-20 Cut (Herc. JXC):	6	3 3/4	18–1/8	6–3/16	L862	4862		1862

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1927–35	Combines, Red River Special, 15 Cut; B, C, D, 10-16 1/2 Cut	4	4	Hercules OX
1927–35	Combines, Red River Special, 20 Cut; F, 16-24 Cut	4	4 1/2	Hercules L
1936–38	Combine B, 10-14 Cut	4	4	Hercules OOC
1936–38	Combines D, Western Special 12-20 Cut	6	3 3/4	Hercules JXC

for OLDSMOBILE

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–31	F29, F30, F31	6	3 3/16	12–1/8	6–3/16	L276	4276		576
1932–34	F32, F34	6	3 5/16	12–1/8	6–3/16	L208	4208	1508	508
1932–35	L32, L33, L34, L35	8	3	16–1/8	8–1/8 8–3/16	L227	4227		527
1933	F33	6	3 3/8	12–1/8	6–3/16	L218	4218		518
1935	F35 to Engine F453977	6	3 5/16	12–1/8	6–3/16	L208	4208	1508	508
1935	F35 after Engine F453977	6	3 5/16	12–1/8	12–5/32	L224	4224		524
1936	F36	6	3 5/16	12–1/8	12–3/16	L225	4225		525
1936	L36	8	3	16–1/8	16–3/16	L228	4228		528
1937	L37	8	3 1/4	16–1/8	16–3/16	L229	4229		529
1937–38	F37, F38	6	3 7/16	12–1/8	12–3/16	L226	4226		526
1938–48	L38, L39, L40, Series 80 and 90; E41, E42, J41, J42, L41, L42, Series 68, 78 and 98	8	3 1/4	16–3/32	16–3/16	L230	4230		530
1939–40	F39, F40 Series 60; G39, G40, Series 70	6	3 7/16	12–3/32	12–3/16	L264	4264		564
1941–48	F41, F42, G41, G42, H41, Series 66, 76 and 96	6	3 1/2	12–3/32	12–3/16	L330	4330		630

for OLDSMOBILE

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1937–40	All 6 cyl. Models	T-Slot	3 7/16	PX-38
1937–48	All 8 cyl. Models	T-Slot	3 1/4	PX-40
1941–48	All 6 cyl. Models	T-Slot	3 1/2	PX-38

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1932–34	F32, F34	6	3 5/16	2–1/8	1–3/16	P-1047X	W-9272	.....	WB-1833
1933	F33	6	3 3/8	2–1/8	1–3/16	.....	W-9272	.....	WB-1833
1935	F35	6	3 5/16	2–1/8	1–3/16	Use 4-Ring Piston P-1150X	W-9272	.....	WB-1833
				2–1/8	2–5/32	P-1150X	W-9272	.....	WB-1833
1936	F36	6	3 5/16	2–1/8	2–3/16	P-187AX	W-9296	.....	WB-1833
1936	L36	8	3	2–1/8	2–3/16	P-188AX	W-9297	.....	WB-1845
1937–40	F37, F38, F39, F40, Series 60; G39, G40, Series 70	6	3 7/16	2–1/8	2–3/16	Use Piston P-273AX	W-9323	.....	WB-1833
				2–3/32	2–3/16	P-273AX	W-9323	.....	WB-1833
	☞P-273AX is Original Type Piston for 1939-40 Motors.								
1937–48	L37, L38, L39, L40, Series 80 and 90; E41, E42, E47, J41, J42, J46, J47, L41, L42, L46, L47, Series 68, 78 and 98	8	3 1/4	2–1/8	2–3/16	Use Piston P-254AX	W-9324	.....	WB-1833
				2–3/32	2–3/16	P-254AX	W-9324	.....	WB-1833
	ORIGINAL TYPE PIN BUSHING FOR 1942 MODELS → WB-1950								
	☞P-254AX is Original Type Piston for 1938-41 Motor, also used for Servicing 1937 Motors. Original 1942-48 Pistons are steel, replaceable by P-254AX only in complete sets (8).								
1941–48	F41, F42, F46, F47, G41, G42, G46, G47, H41, Series 66, 76 and 96	6	3 1/2	2–3/32	2–3/16	P-316AX	W-9323	.....	WB-1833
	ORIGINAL TYPE PIN BUSHING FOR 1942 MODELS → WB-1950								
	☞P-187AX, P-188AX, P-254AX, P-273AX and P-316AX are T-Slot Cam Ground Original Type Pistons.								

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1933	F33	6	V-848	.....	.....	.....	VS-249	VS-249	VK-56
1934	F34	6	V-960	V-961N	G-280	G-280	VS-271	VS-271	VK-84
1934	L34 to Engine L-19021	8	.....	.....	G-279	G-279	VS-249	VS-249	VK-56
1934	L34 after Engine L-19021	8	V-954	V-955N	G-279	G-279	VS-249	VS-249*	VK-84

(Continued on next page)

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VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1935	F35	6	V-960	V-961N	G-280	G-280	VS-284	VS-284	VK-84
1935	L35	8	V-954	V-955N	G-279	G-279	VS-284	VS-284	VK-84
1936	F36	6	V-1028	V-961N	G-280	G-280	VS-284	VS-284	VK-84
1936	L36	8	V-1029	V-955N	G-279	G-279	VS-284	VS-284	VK-84
1937–38	F37, F38, 6 cyl.; L37, L38, 8 cyl.	6–8	V-1028	V-961N	G-329	G-329	VS-336‡	VS-336‡	VK-84
1939–41	F39, F40, Series 60; G39, G40, Series 70; F41, G41, H41, F42, G42, F46, G46, F47, G47, Series 66, 76 and 96, 6 cyl.; L39, L40, Series 80 and 90; E41, J41, L41, E42, J42, L42, J46, L46, E47, J47, L47, Series 68, 78, and 98, 8 cyl.	6–8	V-1028	V-961N	G-353	G-353	VS-336‡	VS-336‡	VK-84
1942–48	66, 76 Series, 6 cyl.; 68, 78, 98 Series, 8 cyl.	6–8	V-1028	V-961N	G-353R	G-353R	VS-336‡	VS-336‡	VK-84

‡VS-336 is an assembly of Valve Spring and Damper.

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1933	F33	6	2522	See Note	2524	See Note	2525	See Note	2527	See Note	2526	See Note	3
1933	L33	8	2724	See Note	....	....	....	....	....	....	....	....	.....
1934	F34	6	2522	See Note	2524	See Note	....	....	....	....	2526	See Note	3

2522 and 2724 are available .002, .010 and .060 undersize.

2524, 2525 and 2526 are available .002, .010, .020 and .060 undersizes.

2527 is available .002, .010 and .060 undersize.

1934	L34	8	2724	See Note	2573 .060†		2574 .060†		2575 .060†		2576.060† 2577.060†		2 4

2724 is available .002, .010 and .060 undersize.

1935–36	F35, F36	6	2723	See Note	2524	See Note	2525	See Note	2689	See Note	2526	See Note	3

2723 is available .002, .010, .020, .030 and .060 undersize.
2524, 2525, 2526 and 2689 are available .002, .010, .020 and .060 undersize.

1935–36	L35, L36	8	2724	See Note	2690 .060†		2574 .060†		2575 .060†		2576.060† 2577.060†		2 4

2724 is available .002, .010 and .060 undersize.

(Continued on next page)

for OLDSMOBILE

MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1937–39	F37, F38, F39, Series 60; G39, Series 70	6	2864	See Note	2865	See Note	2866	See Note	2867	See Note	2868	See Note	3
	Camshaft Bearings for 1939 models only	....	....	....	MB-62 See Note		MB-63 See Note		MB-65 See Note		MB-64 See Note		3
1937–39	L37, L38, L39, Series 80	8	2864	See Note	2869	See Note	2870	See Note	2867	See Note	2871 See 2872 Note		2 4
	Camshaft Bearings	....	....	....	MB-67 See Note		MB-69 See Note		MB-71 See Note		MB-68 MB-70		2 4
1940	F40, Series 60; G40, Series 70	6	2864	See Note	3212	See Note	2866	See Note	2867	See Note	2868	See Note	3
	Camshaft Bearings	....	....	....	MB-62 See Note		MB-63 See Note		MB-65 See Note		MB-64 See Note		3
1940–41	L40, Series 90; E41, J41, L41, Series 68, 78, and 98	8	2864	See Note	3213	See Note	2870	See Note	2867	See Note	2871 See 2872 Note		2 4
	Camshaft Bearings	....	....	....	MB-67 See Note		MB-69 See Note		MB-71 See Note		MB-68 MB-70		2 4

☛2864 is available .001, .002, .010, .020, .030 and .060 undersize

2865, 2866, 2867, 2868 and 3212 are available .002, .010, .020 and .060 undersize.

2869, 2870, 2871, 2872 and 3213 are available .002, .010, .020 and .060 undersize.

1941	F41, G41, H41, Series 66, 76 and 96	6	3253	See Note	3254	See Note	3255	See Note	3256	See Note	3257	See Note	3
	Camshaft Bearings	....	....	....	MB-62 See Note		MB-63 See Note		MB-66 See Note		MB-64 See Note		3
1942–48	F42, G42, F46, G46, F47, G47, Series 66 and 76	6	3253	See Note	3254	See Note	3287	See Note	3256	See Note	3288	See Note	3
	Camshaft Bearings for 1942-46 models only	....	....	....	MB-62 See Note		MB-63 See Note		MB-66 See Note		MB-64 See Note		3
1942–48	E42, J42, L42, J46, L46, E47, J47, L47, Series 68, 78 and 98	8	3253	See Note	3213	See Note	2870	See Note	3256	See Note	2871 2872	See Note	2 4
	Camshaft Bearings for 1942-46 models only	....	....	....	MB-67 See Note		MB-69 See Note		MB-71 See Note		MB-68 MB-70		2 4

☛3253 is available .001, .002, .010, .020 and .060 undersize.
3254, 3255, 3256, 3257, 3287 and 3288 are available .002, .010, .020 and .060 undersize.
2870, 2871, 2872 and 3213 are available .002, .010 and .060 undersize.
NOTE: MB-62, MB-63, MB-64, MB-65, MB-66, MB-67, MB-68, MB-69, MB-70 and MB-71 are Ream Type Camshaft Bearings.

★Bearings marked † are supplied only in undersize and NOT in standard size.

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WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1933–34	F33, 6 cyl.; L33, L34, 8 cyl.	6–8	.....	PA-222	.....
1934	F34 to Engine F361612	6	.....	PA-261	.....
1935	F35 after Engine F361612	6	.....	PA-191	.....
1935	L35	8	.....	PA-192	.....
1936	F36 to Engine F526847	6	.....	PA-193	.....
1936	F36 after Engine F526847	6	.....	PA-194	.....
1936	L36 to Engine L210945	8	.....	PA-195	.....
1936	L36 after Engine L210945	8	.....	PA-196	.....
1937–38	F37, F38, 6 cyl.; L37, L38, 8 cyl.	6–8			
	Ball Bearing Type Service Pump		PC-27	PA-217	MA-25
	For Original Type Pump with Round Carbon Seal Washer		.....	PA-156R	MA-24
	For Pump having 3/8" Vent Fitting in top of Bearing Boss with Brass Water Slinger		.....	PA-267	MA-25
1939–40	F39, F40, Series 60 to Engine G81428; G39 Series 70 after Engine G28290; G40 Series 70 to Engine G81438	6			
	Ball Bearing Type Replacement Pump		PC-32R	PA-298	MA-45
	Original Type Ball Bearing Pump		.....	PA-217	MA-28
1939–40	G39, Series 70 to Engine G28291, 6 cyl.; L39, L40, Series 80 and 90 to Engine L334012, 8 cyl.	6–8			
	Original Ball Bearing Type Pump with 3/16" open vent hole at top of bearing boss		PC-27	PA-217	MA-25
	Ball Bearing Type Service Pump with 3/8" vent fitting at top of bearing boss and brass water slinger on shaft		.....	PA-267	MA-25
1940–41	L40, Series 90 after Engine L334012; E41, J41, L41, Series 68, 78 and 98	8			
	For Original Type Ball Bearing Pump with 3/8" vent fitting at top of bearing boss and brass water slinger		.....	PA-267	MA-25
	Replacement Type Ball bearing Pump with 3/16" open vent at top of bearing boss		PC-27	PA-217	MA-25
1940–48	F40, G40, Series 60 and 70 after Engine G81438; F41, F42, G41, G42, H41, Series 66, 76 and 96, 6 cyl.; E42, J42, L42, Series 68, 78 and 98, 8 cyl.	6–8	PC-32R	PA-298	MA-45
1948	98 Series	8	.....	.....	MA-45 PL-175 Impeller M-374 Fan Hub

for OLDSMOBILE
INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number
069775	2865 .020
069776	2866 .020
069777	2868 .020
069778	2867 .020
103386	1⅛x1 Cotter
103709	M-32
103723	M-33
103725	M-34
106750	M-6
125366	M-413
380973	V-4
380974	V-4N
388610 / 392159	1888
389107	2¾ .005x⅛ C
389108	2¾ .010x⅛ C
389109	2¾ .020x⅛ C
389285	2¾x3/16 O
389286	2¾ .005x3/16 O
389288	2¾ .020x3/16 O
389289	2¾ .030x3/16 O
391621	LR-14
391719	VK-55
391777	2¾ .010x3/16 C
391778	2¾ .005x3/16 C
391779	2¾ .020x3/16 C
392136	2⅞x⅛ C
392137	2⅞ .005x⅛ C
392138	2⅞ .010x⅛ C
392139	2⅞ .020x⅛ C
392140	2⅞ .030x⅛ C
392141	2⅞x3/16 O
392142	2⅞ .005x3/16 O
392143	2⅞ .010x3/16 O
392144	2⅞ .020x3/16 O
394011	G-110
394063	M-412
394097	VS-122
394133	M-19
394135	PK-44
396080	3⅜x5/32 C
396081	3⅜ .005x5/32 C
396082	3⅜ .010x5/32 C
396083	3⅜ .020x5/32 C
396084	3⅜ .030x5/32 C
396119	VK-56
397030	W-9028 Std.
397031	W-9028 .0015
397032	W-9028 .003
397033	W-9028 .006
397034	W-9028 .010
397035	W-9028 .015
397062	P-928 .0075
397064	V-617
397071	P-928 Std.
397072	P-928 .003
397073	P-928 .005
397074	P-928 .010
397075	P-928 .015
397076	P-928 .020
397077	P-928 .025
397078	P-928 .030
397080	WB-1731
399078	WB-1833
399079	P-928 Std.
399082	P-928 .003
399083	P-928 .005
399084	P-928 .0075
399085	P-928 .010
399086	P-928 .015
399087	P-928 .020
399088	P-928 .025
399089	P-928 .030
399873	V-849N
400099	WB-1845 (1932)
400841	3x⅛ O
400843	3 .010x⅛ O
400844	3 .020x⅛ O
400845	3 .030x⅛ O
400846	3x3/16 O
400847	3 .005x3/16 O
400848	3 .010x3/16 O
400849	3 .020x3/16 O
400850	3 .030x3/16 O
401670	VS-249
401677	W-9272 Std.
401678	W-9272 .003
401776	V-848
401830	W-9251
401878	PB-189
401879	PS-141
401881	PL-132
401882	PK-97
401883	PN-113
401884	M-407
401891	M-405
401892	M-406
403065	3⅜x3/16 O
403067	3⅜ .010x3/16 O
403068	3⅜ .020x3/16 O
403069	3⅜ .030x3/16 O
403217	G-279
403219	VK-84
404025	G-280
404059	VS-271
404080	3⅝x3/16 O
404082	3⅝ .010x3/16 O
404083	3⅝ .020x3/16 O
404084	3⅝ .030x3/16 O
404100	P-1047X Std.
404101	P-1047 .003
404102	P-1047X .005
404104	P-1047X .010
404105	P-1047X .015
404106	P-1047X .020
404107	P-1047X .025
404108	P-1047X .030
404153	PL-143
404760	3⅝x⅛ Super-C
404762	3⅝ .010x⅛ Super-C
404763	3⅝ .020x⅛ Super-C
404764	3⅝ .030x⅛ Super-C
404904	PL-150
404910	3x⅛ Super-C
404911	3 .010x⅛ Super-C
404912	3 .020x⅛ Super-C
404913	3 .030x⅛ Super-C
404914	3¾x⅛ Super-C
404915	3¾ .010x⅛ Super-C
404916	3¾ .020x⅛ Super-C
404917	3¾ .030x⅛ Super-C
404918	3⅜x⅛ Super-C
404919	3⅜ .010x⅛ Super-C
404920	3⅜ .020x⅛ Super-C
404921	3⅜ .030x⅛ Super-C
404940	Set No. 43 Std.
404945	Set No. 43 .010
404947	Set No. 43 .020
404948	Set No. 43 .030
404953	3¾x3/16 O
404954	3¾ .010x3/16 O
404955	3¾ .020x3/16 O
404956	3¾ .030x3/16 O
405082	PK-97
405088	PA-156R
405628	V-961N
405629	V-960
405633	VS-284
405652	P-1126X .005
405654	P-1126X .010
405655	P-1126X .015
405656	P-1126X .020
405657	P-1126X .025
405658	P-1126X .030
405664	M-340
405665	M-341
405844	PL-151
405846	M-342
405847	M-343
405856	V-955N (1934)
405857	V-954 (1935-36)
405870	P-1127X Std.
406430	P-1150 Std.
406431	P-1150 .005
406432	P-1150 .010
406433	P-1150 .015
406434	P-1150 .020
406435	P-1150 .025
406436	P-1150 .030
406446	Set No. 524
406447	Set No. 524 .010
406448	Set No. 524 .020
406449	Set No. 524 .030
406450	3⅝x5/32 O
406451	3⅝ .010x5/32 O
406452	3⅝ .020x5/32 O
406453	3⅝ .030x5/32 O
406725	Set No. 525
406726	Set No. 525 .010
406727	Set No. 525 .020
406728	Set No. 525 .030
407028	2723
407036	V-1028 (1936)
407037	W-9296 Std.
407040	P-187AX Std.
407041	P-187AX .003
407042	P-187AX .005
407043	P-187AX .010
407044	P-187AX .015
407045	P-187AX .030
407048	PB-222
407049	PS-173
407054	V-1028 (1936)
407068	PB-232
407233	WB-1845 (1936)
407234	P-188AX Std.
407235	P-188AX .003
407236	P-188AX .005
407237	P-188AX .010
407238	P-188AX .015
407239	P-188AX .030
407245	2724
407247	W-9297 Std.
407265	SS-223
407268	V-1029
407887	2522
407888	2723
407889	2724
407890	2524
407891	2525
407892	2526
407899	2527
407900	2578
407909	2579
407914	2689
407915	2573
407916	2576
407917	2574
407918	2577
407919	2575
407964	2690
407965	2574
408066	PH-27
408073	M-307
408074	PL-175
408075	M-374
408077	M-372R
408078	M-373
408083	W-9323 Std.
408139	SS-225
408140	3⅞x⅛ C
408141	3⅞x3/16 O
408142	3⅞ .010x⅛ C
408143	3⅞ .010x3/16 O
408144	3⅞ .020x⅛ C
408145	3⅞ .020x3/16 O
408146	3⅞ .030x⅛ C
408147	3⅞ .030x3/16 O
408192	V-1028
408193	VS-336
408291	3212
408292	2866
408293	2868
408294	2867
408295	2864
408300	M-215
408309	VS-336
408314	G-329
409062	Set No. 55 Std.
409063	Set No. 55 .020
409074	3¾x⅛ C
409075	3¾ .020x⅛ C
409076	3⅝x⅛ C
409077	3⅝ .020x⅛ C
409078	3⅜x⅛ C
409079	3⅜ .020x⅛ C
409080	3x⅛ C
409081	3 .020x⅛ C
409082	3¾x3/16 O
409083	3¾ .020x3/16 O
409084	3⅝x3/16 O
409085	3⅝ .020x3/16 O
409086	3⅜x3/16 O
409087	3⅜ .020x3/16 O
409088	3⅝x5/32 O
409089	3⅝ .020x5/32 O
409090	3x⅛ O
409091	3 .020x⅛ O
409092	3x3/16 O
409093	3 .020x3/16 O
409192	3⅞x3/16 O
409193	3⅞ .020x3/16 O
409544	M-374

(Continued on next page)

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INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number
409567	3¼x3/32 C	410929	PH-27	414707	3½x3/16 O	419024	No. 4226 Std.
409868	P-254AX Std.	411022	G-353	414708	3½ .010x3/16 O	419025	No. 4226 .020
409869	P-254AX .003	411045	M-372	414709	3½ .020x3/16 O	419026	No. 4264 Std.
				414710	3½ .030x3/16 O	419027	No. 4264 .020
409870	P-254AX .005	411046	M-373	414937	P-316AX Std.	419028	No. 4330 Std.
409871	P-254AX .010	411224	37/16x3/32 C			419029	No. 4330 .020
409872	P-254AX .015	411225	37/16 .010x3/32 C	414938	P-316AX .003		
409873	P-254AX .030	411226	37/16 .020x3/32 C			419030	No. 4230 Std.
410020	W-9324 Std.	411227	37/16 .030x3/32 C	414939	P-316AX .005	419031	No. 4230 .020
410075	3¼ .010x⅛ C	411382	M-396	414940	P-316AX .010	419052	No. 4226 .030
410076	3¼ .010x3/16 O			414941	P-316AX .015	419053	No. 4264 .030
		411817	M-468	414942	P-316AX .030	419054	No. 4230 .030
410077	3¼ .020x⅛ C	412310	P-273AX Std.	414948	3254	419055	No. 4330 .030
410078	3¼ .020x3/16 O	412311	P-273AX .003	414949	3255		
410079	3¼ .030x⅛ C	412312	P-273AX .005	414950	3257	487461	SS-134
410080	3¼ .030x3/16 O	412313	P-273AX .010	414951	3256	493644	PB-49
410141	3¼x⅛ C	412314	P-273AX .015	414952	3253	494952	PB-188
		412315	P-273AX .030	416429	PC-32R	494955	PS-137
410142	3¼x3/16 O	413776	PC-27	416430	PH-27R	494958	PK-98
410152	2869	413777	PH-27	416432	M-372R	494959	PN-111
410153	2871	413778	M-436	416433	M-373R	495581	PK-98
410154	2870	413779	M-374				
410155	2872	414057	3212	416600	3254	1264697	35/16x3/16 O
410190	3¼x⅛ C	414058	3213	416601	3287	1274347	35/16x5/32 O
410191	3¼ .020x⅛ C	414224	M-202	416602	3288	1274387	35/16 .010x5/32 O
410194	3¼x3/16 O	414225	M-375	416603	3256	1274389	35/16 .020x5/32 O
				416604	3253	1274509	35/16 .030x5/32 O
410195	3¼ .020x3/16 O	414703	3½x3/32 C	416605	3213		
410305	3¼ .010x3/32 C	414704	3½ .010x3/32 C	416606	2871	1290062	M-323
410306	3¼ .020x3/32 C	414705	3½ .020x3/32 C	416607	2870	1394244	37/16x⅛ C
410307	3¼ .030x3/32 C	414706	3½ .030x3/32 C	416608	2872	1394245	37/16 .020x⅛ C

"C"—Compression Ring; "O"—Oil Ring; "Std."—Standard

for OLIVER-HART-PARR TRACTOR
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1924–26	10-20, 12-24, 40	2	5½	4–5/16	2–5/16		4865		1865
1925–26	16-30, Serial 24002 to 25999	2	6½	6–5/16	2–5/16				1866
1927–32	18-36	2	6¾	6–5/16	2–5/16				1819
1927–32	12-24	2	5¾	4–5/16	2–5/16				1820
1930–47	Standard Row Crop; 18-28; Road Grader 28. (Except High Altitude)	4	4⅛	12–3/16	4–3/16	L867	4867		1867
1930–47	A, 28-44, Special, 90, 99; Road Graders 44, 50; Industrial 99, 900	4	4¾	12–3/16	4–3/16		4864		1864
1935–38	Row Crop 70HC, 70KD; Standard 70; Orchard 70	6	3⅛	18–⅛	6–3/16	L854	4854		1854
1938–47	Standard and Row Crop 80HC; Road Grader 35 (Gasoline)	4	4¼	12–3/16	4–¼	L838	4838		1838
1938–47	Standard and Row Crop 80KD; Road Grader 35 (Kerosene or Distillate)	4	4½	12–3/16	4–¼	L424	4424		724
1938–45	Combines 6, 8, 6-8 Cut (Cont. Y-91)	4	2⅞	8–3/32	4–5/32	L368	4368		668
1938–44	Combines 10, 12, 10-12 Cut (Cont. C143)	4	3⅜	12–⅛	4–3/16	L931	4931		1931
1938–44	Combines 10, 12, 10-12 Cut (Cont. F-162):	4	37/16						
	For Pistons with 3/16" Oil Ring Grooves			12–⅛	4–3/16	L881	4881		1881
	For Pistons with ¼" Oil Ring Grooves			12–⅛	4–¼	L1482	5482		2482
	For 5-Ring Pistons			16–⅛	4–¼	L1483	5483		2483

(Continued on next page)

for OLIVER-HART-PARR TRACTOR

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–47	Row Crop 70 HC, 70KD; Standard 70, 70HC, 70KD; Orchard 70; Ind. 70	6	3 1/8	18–1/8	6 1/4	L872	4872		1872
1939–45	Combines 20, 22, 8-10 Ct (Herc. IXA5):	4	3	8–1/8	4–3/16	L833	4833		1833
1939–45	Combine 30, 8-12 Cut (Herc. QXB5):	6	3 1/4	18–1/8	6–3/16	L1326	5326		2326
1941–48	Row Crop 60, 60HC, 60KD; Standard 60HC, 60HK; Ind. 60	4	3 5/16	12–1/8	8–1/4	L1056	5056		2056
1942–46	Combine 30, 8-12 Cut (Cont. F209):	6	3 3/16						
	For Pistons with 3/16" Oil Rings			18–1/8	6–3/16	L1480	5480		2480
	For Pistons with 1/4" Oil Rings			18–1/8	6–1/4	L1481	5481		2481
1943–46	Combines 20, 22, 8-10 Cut (Cont. Y112)	4	3 3/16	8–3/32	4–1/4	L2507	42507		12507

PISTON, PIN & SLEEVE ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1930–38	Standard Row Crop; 18-28; Road Grader 28 (Except High Altitude)	4	4 1/8	.....	.....	SA-15 With PR-11 Packing Ring.			
				3–3/16	1–3/16	P-998X	W-9156	SS-210	WB-1800
1930–47	A, 28-44, Special, 90, 99; Road Graders 44, 50, Industrial 900	4	4 3/4	.....	.....	SA-16 With PR-13 Packing Ring.			
				3–3/16	1–3/16	P-1012X	W-9180	SS-212	WB-1818
1935–45	Row Crop 70 HC, Standard 70, Orchard 70 (Gasoline); 1935-38, 70KD (Kerosene or Distillate) (Flat Head Piston)	6	3 1/8	.....	.....	SA-88 With two PR-21 Packing Rings.			
				3–1/8	1–1/4	P-1237X	W-9170	LR-4	WB-1877
				3–1/8	1–3/16	→For 1935-38 Motors with Early Type Pistons.			
	☛SA-88 includes Late Type Piston P-1237X with 1/4" Oil Ring Groove and is to be used in servicing all above 1935-45 Motors.								
1938–44	Standard 80HC; Row Crop 80HC; Road Grader 35 (Gasoline)	4	4 1/4	.....	.....	SA-96 With PR-11 Packing Ring.			
				3–3/16	1–1/4	P-1250X	W-9156	SS-210	WB-1800
1938–44	Standard 80KD; Row Crop 80KD; Road Grader 35 (Kerosene or Distillate)	4	4 1/2	.....	.....	SA-97 With PR-11 Packing Ring.			
				3–3/16	1–1/4	P-1251X	W-9282	SS-210	WB-1800
1938–44	Combines 10, 12, 10-12 Cut:								
	Combines Nos. 11743 to 11892	4	3 3/8	3–1/8	1–3/16	.....	W-066N	LR-4	.....
	Combines No. 12460 and up	4	3 7/16	3–1/8	1–3/16	P-1241X	W-066N	LR-4	WB-1877
1939–45	Row Crop 70KD (Kerosene or Distillate) (Concave Head Piston—Concave 5/16" Deep)	6	3 1/8	.....	.....	SA-93 With two PR-21 Packing Rings.			
				3–1/8	1–1/4	P-1246X	W-9170	LR-4	WB-1877
1939–44	Combines 20, 22, 8-10 Cut	4	3	2–1/8	1–3/16	P-1138X	W-9289	Osc	.....
1939–44	Combine 30, 8-12 Cut	6	3 1/4	3–1/8	1–3/16	P-1279X	W-9333	Osc	WB-1915
1941–48	Row Crop 60HC, Standard 60HC, Standard 60KD, Row Crop 60KD.	4	3 5/16	.....	.....	SA-104 With PR-21 Packing Rings.			
				3–1/8	2–1/4	P-1270X	W-9314	LR-57	WB-1946
1942–44	Combine 30, 8-12 Cut	6	3 3/16	3–1/8	1–3/16	P-1240X	W-9374	LR-4	WB-1877

☛Piston Pin Bushings for Upper End of Connecting Rod are not included in Sleeve Assemblies.

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VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1930–33	Standard Row Crop to Engine 103855; 18-28 to Engine 801027; Road Grader 28. (Except High Altitude).	4	V-752	V-752	G-180	G-180	VS-185	VS-185	VK-44
1930–39	A, 28-44, 90; Road Grader 44	4	V-754	V-754	G-181	G-181	VS-186	VS-186	VK-102
1934–38	Standard Row Crop after Engine 103855; 18-28 after Engine 801027; Road Grader 28.								
	For Standard Altitude	4	V-1047	V-752	G-180	G-180	VS-185	VS-185	VK-44
	For High Altitude	....	.....	V-1282N	G-389	G-390	VS-185	VS-185	VK-44
1935–38	Row Crop 70KD (Kerosene or Distillate)	6							
	(For Valves with 5/16" Dia. Stems for 1935-36 Tractors)	....	.....	.....	G-317	G-317	VS-306	VS-306	VK-134
	(For Valves with 3/8" Dia. Stems for Tractors after 1936)	....	V-1287	V-1288N	G-338R	G-338R	VS-306	VS-306	VK-87
1935–38	Row Crop 70HC, Standard 70, Orchard 70 (Gasoline)	6							
	(Exhaust and Intake Valves with 5/16" Dia. Stems for 1935-36 Tractors)	....	V-1045	V-1046N	G-317	G-317	VS-306	VS-306	VK-134
	(Exhaust Valve with 3/8" Dia. Stem Intake Valve with 5/16" Dia. Stem for 1936 Tractors)	....	V-1168	V-1046N	G-338R	G-317	VS-306	VS-306	VK-87 Exh. VK-134 Int.
	(Exhaust and Intake Valves with 3/8" Dia. Stems for Tractors after 1936)	....	V-1168	V-1169N	G-338R	G-338R	VS-306	VS-306	VK-87
1937–42	Special, 99; Road Grader 50	4	V-1267	V-1268N	G-373	G-373	VS-186	VS-186	VK-102
1938–42	Standard 80HC, Row Crop 80HC; Road Grader 35 (Gasoline)	4	V-1281	V-1282N	G-389	G-390	VS-185	VS-185	VK-44
1938–42	Standard 80KD, Row Crop 80KD (Kerosene or Distillate)	4	V-1047	V-752	G-180	G-180	VS-185	VS-185	VK-44
1938–42	Combines 6, 8, 6-8 Cut	4	.....	.....	.....	.....	VS-339	VS-339	VK-147
1938–42	Combines 10, 12, 10-12 Cut, No. 11743 to No. 11892	4	.....	.....	.....	.....	VS-262	VS-262	.....
1938–42	Combines 10, 12, 10-12 Cut, After No. 12460	4	V-1273	V-1274N	G-374	G-374	VS-339	VS-339	VK-147
1939–42	Row Crop 70HC, Standard 70, Orchard 70 (Gasoline)	6	V-1168	V-1169N	G-338R	G-338R	VS-351	VS-351	VK-87
1939–42	Row Crop 70KD, (Kerosene or Distillate)	6	V-1287	V-1288N	G-338R	G-338R	VS-351	VS-351	VK-87
1939–46	Combines 20, 22, 8-10 Cut	4	V-1024	V-1025N	G-305	G-305	VS-298	VS-298	VK-127
1939–46	Combines 30, 8-12 Cut	6	V-1166	V-1167N	G-305	G-305	VS-329	VS-329	VK-134
1941–46	Row Crop 60	4	V-1336	V-1337N	.....	.....	VS-360	VS-360	VK-84

for OLIVER-HART-PARR
MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
1925–32	30, 16-30, Tractors 24001 to 26001, 18-36, Tractors 26001 to 3500 and after 85000	2	2332	.090									
1925–32	12-24, 2 cyl.; 22-40, 28-50, 4 cyl.	2–4	2333	.090†	....	....	....	....	....	....	....	....	.....
1930–42	Standard Row Crop; 18-28; Standard 80HC, 80KD; Row Crop 80HC, 80KD; Road Grader 28, 35	4	....	....	2664	.090†	2666	.090†	2665	.090†	....	....	.....
1930–42	A; 28-44, Special 90, 99; Road Grader 44, 50	4	....	....	2667	.090†	2667	.090†	2668	.090†	....	....	.....
	Bearing Shims	....	....	....	B-1514	1/16	B-1514	1/16	B-1513	1/16	....	....	.....
1935–42	Row Crop 70HC, 70KD; Standard 70, Orchard 70	6	2753 2754	See Note	2755	See Note	2756	See Note	2757	See Note	2756	See Note	.....
	☛2753 for Rods 1-3-5, and 2754 for Rods 2-4-6 are available .002, .010, .020, and .060 undersize. 2755, 2756 and 2757 are available .002, .020 and .060 undersize.												
1938–43	Combines 10, 12, 10-12 Cut after Combine No. 12460 (Cont. F162)	4	2766 2767	See Note	2691	.002 .020 .060	2935	.002 .020 .060	2693	.002 .020 .060	....	....	.....
	☛2766 used in Rods 1-3 and 2767 used in Rods 2-4 are available .002, .010 and .060 undersize.												
1939–42	Combines 20, 22, 8-10 Cut to Combine No. 19584 (Herc. 1XA3 and 1XA5) (Upper Halves Only)	4	....	....	2751	.090	2751	.090	2752	.090	....	....	.....
	Bearing Shims	....	B-2043	.010	B-2125	.010	B-2125	.010	B-2125	.010	....	....	.....
1942–43	Combine 30, 8-12 Cut (Cont. F209)	6	2766 2767	See Note	2691	.002 .020 .060	2692	.002 .020 .060	2693	.002 .020 .060	2692	.002 .020 .060	3
	☛2766 used in Rods 1-3-5 and 2767 used in Rods 2-4-6 are available .002, .010 and .060 undersize.												
1941–45	Row Crop 60	4	3499	.060	3500	.060	3501	.060	3500	.060	....	....	.....

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimension following Shim stock Number indicates thickness of Shim.

for OSHKOSH TRUCK
MOTOR PARTS

☛After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–35	JSW, L, LC, LL, M, MM, WLS, 1½-3 Ton	6	4	Hercules WXC
1929–40	90, C3D, C3S, FHX, FHHX, HXC, 4-5 Ton	6	4½	Hercules YXC2
1931–35	JB, JSB	6	3⅝	Hercules JXB
1931–36	A3DX, H, H2A, WLX, 3-4 Ton	6	4⅛	Hercules WXC2
1931–46	FHX, W400	6	4⅝	Hercules YXC3
1931–41	FC, FS, FS-36, H2C, HXC, R3S, Y2D, W-500	6	4½	Hercules RXB
1932–38	DX, FB, FD, FHX, F2A, Y2D, 4-7½ Ton	6	4⅝	Hercules RXC
1932–46	A3D, B3A, B3D, B3S, B3D36, H2A, WLD, W-300	6	4¼	Hercules WXC3
1932–46	JC, JCB, JC3, JSB, LB, LC, W-100	6	3¾	Hercules JXC
1933	G, 7½-10 Ton	6	5¼	Hercules HXC
1933–34	GD, 10 Ton	6	5½	Hercules HXD
1933–46	GB, BG3	6	5	Hercules HXB
1936–46	JD, JDR, CJG, W-200	6	4	Hercules JXD
1937–46	GD, GD36, 10-12 Ton	6	5¾	Hercules HXE
1940–48	W-703, W-705, W-800	6	4¾	Hercules RXLD
1940–47	W-304, W-307	6	4¼	Hercules WXLC3
1941–47	W900	6	4⅞	Cummins Diesel HB6, 150 H.P.
1941–42	GDH	6	5	Hercules DHXB
1944–48	W-906, W-1600CD	6	4⅞	Cummins Diesel HB600

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for OSHKOSH TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–40	90, C3D, C3S, FHX, FHHX, HXC, 4-5 Ton (Herc. YXC2):	6	4 1/2						
	For Aluminum Pistons			18–1/8	6–3/16	L497	4497		797
	For Iron Pistons			18–3/16	6–3/16	L1359	5359		2359
1931–36	A3DX, H, H2A, WLX, 3-4 Ton (Herc. WXC2):	6	4 1/8						
	For Iron Pistons			18–3/16	6–3/16	L1352	5352		2352
	For Aluminum Pistons			18–1/8	6–3/16	L458	4458		758
1931–43	FHX, W400 (Herc. YXC3):	6	4 5/8						
	For Iron Pistons			18–3/16	6–3/16		5330		2330
	For Aluminum Pistons			18–1/8	6–3/16		5362		2362
1931–41	FC, FS, FS-36, H2C, HXC, R3S, W-500, Y2D, (Herc. RXB):	6	4 1/2						
	For 4-Ring Aluminum Pistons			18–1/8	6–3/16	L497	4497		797
	For Late 5-Ring Pistons			24–1/8	6–3/16	L920	4920		1920
1932–38	DX, FB, FD, FHX, F2A, Y2D, 4-7 1/2 Ton (Herc. RXC):	6	4 5/8						
	For 4-Ring Pistons			18–3/16	6–3/16		5330		2330
	For 5-Ring Pistons			24–1/8	6–3/16		4921		1921
1932–46	A3D, B3A, B3D, B3D36, B3S, H2A, WLD, W-300 (Herc. WXC3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1932–46	JC, JCB, JC3, JSB, LB, LC, W-100 (Herc. JXC)	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1933–34	GD, 10 Ton (Herc. HXD)	6	5 1/2	18–5/32	6–1/4		5304		2304
1933–46	GB, BG3 (Herc. HXB)	6	5	18–5/32	6–1/4		5273		2273
1936–43	CJG, JD, JDR, W-200 (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1936–43	FB36, FC, FC35, FC36, W-600 (Herc. RXBO)	6	4 1/2	18–1/8	6–3/16	L497	4497		797
1936–48	FB, FB35, FD, FD36, W-700, W-1700 (Herc. RXCO):	6	4 5/8						
	For 4-Ring Pistons			18–3/16	6–3/16		5330		2330
	For 5-Ring Pistons			24–1/8	6–3/16		4921		1921
1937–46	GD, GD36, 10-12 Ton (Herc. HXE)	6	5 3/4	18–5/32	6–1/4				2305
1940–48	703, W-703, W-705, W-800 (Herc. RXLD):	6	4 3/4						
	For Aluminum Pistons with one 3/16" Oil Ring			24–1/8	6–3/16		4449		749
	For Aluminum Pistons with two 3/16" Oil Rings			18–1/8	12–3/16		5025		2025
1940–47	W-304, W-307 (Herc. WXLC3):	6	4 1/4						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1941–42	GDH (Herc. DHXB)	6	5	24–1/8	12–1/4		5288		2288
1941–42	W-400 (Herc. YXC-3)	6	4 5/8	18–1/8	6–3/16		5362		2362
1941–46	W-900 (Cummins-Diesel HB6, 150 H. P.):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1942	W-1200 (Herc. DFXE)	6	5 5/8	24–1/8	12–1/4				772
1944–47	W-906 (Cummins-Diesel HB600):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1947–48	W-2201, W-2203, W-1600BG (Buda MO-893, MO-970)	6	5 5/8	18–1/8	12–1/4				12589
1947–48	W1600, W1600BD, W1600BDH, W1602, W1602-BDH, W2204 (Buda GDC844)	6	5 1/4	18–1/8	12–1/4		42612		12612

for OVERLAND Listed with WILLYS

for PAK-AGE CAR

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1934–35	All Models (Austin 375, 475 Engines)	4	2.2	8–3/32	4–1/8	L324	4324		624
1936–37	All Models (Herc. IXA)	4	3	8–1/8	4–3/16	L833	4833		1833
1938–42	91, 117 (Lycoming DC)	4	3 5/16	8–1/8	4–3/16	L976	4976		1976

for PACKARD

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1932–36	903, 904, 904C, 1003, 1004, 1103, 1104, 1105, 1203, 1204, 1205, 1403, 1404, 1405:	8	3 1/2						
	For Original Type Piston			24–1/8	8–5/32	L257	4257		557
	For Latest Type Service Piston			16–1/8	16–5/32	L322	4322		622
1932–36	900, 901, 902, 1001, 1002, 1100, 1101, 1102, 1200, 1201, 1202, 1400, 1401, 1402	8	3 3/16	24–1/8	8–5/32	L256	4256		556
	For Latest Type Service Piston			8–3/32					
				8–1/8	16–5/32	L2620	42620		12620
1932–39	905, 906, 906C, 1005, 1006, 1106, 1107, 1108, 1207, 1208, 1407, 1408, 1506, 1507, 1508, 1607, 1608, 1707, 1708	12	3 7/16	24–1/8	12–1/8				
					12–5/32	L360	4360		660
1937–39	120B, 120C, 138CD, 1601, 1601D, 1602, 1701, 1701A, 1702	8	3 1/4	16–1/8	8–3/16	L258	4258		558
1937	115C	6	3 7/16	12–1/8	6–3/16	L254	4254		554
1937–39	1500, 1501, 1502, 1603, 1604, 1605, 1703, 1703A, 1705	8	3 3/16	16–1/8	16–5/32	L259	4259		559
	For Latest Type Service Piston			8–3/32					
				8–1/8	16–5/32	L2620	42620		12620
1938–39	1600, 1700	6	3 1/2	12–1/8	6–3/16	L255	4255		555
1940–47	1801, 1801A, 1901, 1901A, 2001, 2001A, 2011, 2021, 2101, 2111, 8-120; Clipper 1951	8	3 1/4	8–1/8					
	For Aluminum Pistons			8–3/32	8–3/16	L309	4309		609
1940–47	1800, 1900, 2000, 2010, 2020, 2030, 2100, 2130, 6-110; Taxi 2220, 2240	6	3 1/2	6–3/32					
				6–1/8	6–3/16	L307	4307		607
1940–47	Eight 2201, 2211; Super 1803, 1803A, 1804, 1805, 1903, 1903A, 1904, 1905, 2003, 2003A, 2004, 2005, 2006, 2007, 2008, 2023, 2055, 2103, 2202, 2232, 2222, 8-160; Super Custom 1806, 1807, 1808, 1906, 1907, 1908, 2006, 2007, 2008, 2103, 2106, 2126, 8-180	8	3 1/2	8–3/32					
				8–1/8	8–3/16	L308	4308		608
1942–45	2001, 2021 (For Cast Iron Pistons)	8	3 1/4	8–3/32					
				8–1/8	8–3/16	L2574	42574		12574
1948	DeLuxe 2201, 2211; Super 2202, 2222, 2232; Custom 2206, 2226, 2233	8	3 1/2	16–3/32	8–3/16	L2630	42630		12630
1948	Taxi & Export, 2220, 2240	6	3 1/2	12–3/32	6–3/16	L2629	42629		12629

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PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK NO.
1935–47	120, 120B, 120C, 138CD, 1601, 1601D, 1602, 1701, 1701A, 1702, 1801, 1801A, 1901, 1901A, 2001, 2001A, 2011, 2021, 2111, 8 cyl.	Narrow Strut & Autothermic	3 1/4	PX-58
1938–47	1600, 1700, 1800, 1900, 2000, 2010, 2020, 2030, 2100, 2130, 6-110, 6 cyl.	Autothermic	3 1/2	PX-59

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1928–31	526, 533, 6 cyl.; 443, 640, 645, 740, 745, 840, 845, 8 cyl.	6–8	3 1/2	3–1/8	1–1/8	See Note	W-9342	LR-3	WB-1556
	NOTE: To replace Pistons use P-208NX in Complete Sets.								
1932–36	903, 904, 904C, 1003, 1004, 1103, 1104, 1105, 1203, 1204, 1205, 1403, 1404, 1405, 8 cyl.	8	3 1/2	2–1/8 3–1/8	2–5/32 1–5/32	P-208NX →Rings for Original Pistons.	W-9342	LR-3	WB-1556
	P-208NX is a Narrow Strut Nelson Bohnalite Original Type Piston.								
1929–31	626, 633, 726, 733, 826, 833	8	3 3/16	3–1/8	1–1/8	See Note	W-9014	LR-3	WB-1745
	NOTE: To Replace Pistons use P-209NX in Complete Sets.								
1932–39	900, 901, 902, 1001, 1002, 1100, 1101, 1102, 1200, 1201, 1202, 1400, 1401, 1402, 1500, 1501, 1502, 1603, 1604, 1605, 1703, 1703A, 1705	8	3 3/16	2–1/8 3–1/8	2–5/32 1–5/32	P-209NX →Rings for Original 1932-36 Pistons.	W-9014	LR-3	WB-1745
	P-209NX is a Narrow Strut Nelson Bohnalite Original Type Piston.								
1935–36	120, 120B	8	3 1/4	2–1/8 2–1/8	1–5/32 1–3/16	See Note See Note	W-9285 W-9285	LR-3 LR-3	WB-1893 WB-1893
	NOTE: To Replace Pistons use P-289NX in Complete Sets.								
1937–47	120C, 138CD, 1601, 1601D, 1602, 1701, 1701A, 1702, 1801, 1801A, 1901, 1901A, 2001, 2001A, 2011, 2021, 2111, 8-120, Clipper 1951	8	3 1/4	1–3/32 1–1/8	1–3/16	P-289NX	W-9285	LR-3	WB-1893
	P-289NX is a Cam Ground Autothermic Nelson Bohnalite Original Type Piston to be used in servicing all 1937-46, 3 1/4" Motors. Complete Sets of Aluminum Piston P-289NX must be used when replacing Iron Piston in late 1942 Motors.								
1937	115C	6	3 7/16	2–1/8	1–3/16	P-202NX	W-9319	LR-3	WB-1893
1938–39	1600, 1700	6	3 1/2	2–1/8	1–3/16	See Note	W-9342	LR-3	WB-1893
	NOTE: To Replace Pistons use P-288NX in Complete Sets.								
1940–47	1800, 1900, 2000, 2010, 2020, 2030, 2100, 2130, 6-110, 6 cyl.; Super 1803, 1803A, 1804, 1805, 1903, 1903A, 1904, 1905, 2003, 2003A, 2004, 2005, 2023, 2055, 2103, 8-160; Super Custom 1806, 1807, 1808, 1906, 1907, 1908, 2006, 2007, 2008, 2106, 2126, 8-180, 8 cyl.	6–8	3 1/2	1–3/32 1–1/8	1–3/16	P-288NX	W-9342	LR-3	WB-1893
	P-288NX is a Cam Ground Nelson Bohnalite Original Type Piston.								

for PACKARD

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1928–36	526, 533, 6 cyl.; 443, 640, 645, 740, 745, 840, 845, 903, 904, 904C, 1003, 1004, 1103, 1104, 1105, 1203, 1204, 1205, 1403, 1404, 1405, 8 cyl.	6–8	V-980	V-981N	G-103	G-104	Valve Springs not Supplied due to Special Design.		VK-24
1929–39	626, 633, 726, 733, 826, 833, 900, 901, 902, 1001, 1002, 1100, 1101, 1102, 1200, 1201, 1202, 1400, 1401, 1402, 1500, 1501, 1502, 1603, 1604, 1605, 1703, 1703A, 1705	8	V-978	V-979N	G-103	G-104			VK-24
1935–37	120, 120B, 120C, 138CD	8	V-1182	V-1181N	G-342	G-343	VS-335	VS-335	VK-124
1937	115C	6	V-1182	V-1183N	G-342	G-343	VS-335	VS-335	VK-124
1938–39	1600, 1700	6	V-1182	V-1183N	G-342	G-343	VS-335	VS-335	VK-145
1938–39	1601, 1601D, 1602, 1701, 1701A, 1702	8	V-1182	V-1181N	G-342	G-343	VS-335	VS-335	VK-145
1940	1800, 6-110	6	V-1182	V-1183N	G-367	G-368	VS-335	VS-335	VK-145
1940	1801, 1801A, 8-120	8	V-1182	V-1181N	G-367	G-368	VS-335	VS-335	VK-145
1940	Super 1803, 1803A, 1804, 1805, 8-160, Super Custom 1806, 1807, 1808, 8-180	8	V-1253	V-1254N	G-369	G-370	VS-345	VS-345	VK-145
1941–47	1900, 2000, 2010, 2020, 2030, 2100, 2130, 6-110	6	V-1301	V-1302N	G-367	G-368	VS-335	VS-335	VK-138
1941–47	1901, 1901A, 2001, 2001A, 2011, 2021, 2101, 2111, 8-120; Clipper 1951	8	V-1301	V-1303N	G-367	G-368	VS-335	VS-335	VK-138
1941–47	Super 1903, 1903A, 1904, 1905, 2003, 2003A, 2004, 2005, 2023, 2055, 8-160; Super Custom 1906, 1907, 2006, 2007, 2008, 2103, 2106, 2126, 8-180	8	V-1304	V-1305N	G-369	G-370	VS-345	VS-345	VK-138

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1935–37	120, 120B, 120C, 138CD, 8 cyl.; 115C, 6 cyl.	6–8	.....	PA -221	.....
1938–46	1600, 1700, 1800, 1900, 2000, 2010, 2020, 2030, 6-110, 6 cyl.; 1601, 1601D, 1602, 1701, 1701A, 1702, 1801, 1801A, 1901, 1901A, 2001, 2001A, 2011, 2021, 8-120; Clipper 1951, 8 cyl.	6–8	.....	PA-223R	MA-30 M-458 Set Screw
1939	1703, 1703A, 1705	8	.....	.....	M-211R Complete Seal
1940–46	Super 1803, 1803A, 1804, 1805, 1903, 1903A, 1904, 1905, 2003, 2003A, 2005, 2023, 2055, 8-160; Super Custom 1806, 1807, 1808, 1906, 1907, 1908, 2006, 2007, 2008, 8-180	8	.....	.....	MA-30 PS-231 Shaft PL-187 Impeller

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MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1935–39	120, 120B, 120C, 138CD, 1601, 1601D, 1602, 1701, 1701A to Engine B-303053	8	2682	See Note	2683	See Note	2684	See Note	2685	See Note	2686	See Note	2–4
1937–39	115C, 1600; 1700 to Engine B-4608	6	2682	See Note	2684	See Note	2683	See Note	2685	See Note	2683	See Note	3
	NOTE: 2682, available .002, .020 and .060 undersize is for Original 1935-38 and Early 1939 Type Rods. For Motors in which later 1939 Type Rods (Forging No. 330613) have been installed, use Bearing 2961. 2961 is approximately .010 thicker than 2682.												
1939–47	1700 after Engine B-4608; 1800, 1900, 2000, 2010, 2020, 2030, 2100, 2130, 6-110	6	2961	See Note	2684	See Note	2683	See Note	2685	See Note	2683	See Note	3
1939–47	1701, 1701A after Engine B-303053; 1702, 1801, 1801A, 1901, 1901A, 2001, 2001A, 2011, 2021, 2101, 2111, 8-120; Clipper 1951	8	2961	See Note	2683	See Note	2684	See Note	2685	See Note	2686	See Note	2–4
	2961 is available .002, .010 and .060 undersize. 2683, 2684, 2685 and 2686 are available .001, .002, .020 and .060 undersize.												
1940–47	Super 1803, 1803A, 1804, 1805, 1903, 1903A, 1904, 1905, 2003, 2003A, 2004, 2005, 2023, 2055, 8-160; Super Custom 1806, 1807, 1808, 1906, 1907, 1908, 2006, 2007, 2008, 2103, 2106, 8-180	8	2989	See Note	2990	.002 / .060	2991	.002 / .060	2992	.002 / .060	2993	.002 / .060	2–3–4–6–7–8
	2989 is available .002, .010 and .060 undersize.												

for PACKARD

INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number
98731	PA-221
98732	PA-223R
126639	LR-3
134021	W-9342 Std.
134305	W-9342 .003
134306	W-9342 .006
146990	G-103 (Exh.)
146990	G-104 (Int.)
147294	VK-24
148041	W-9342
153045	G-104 (Int.)
156494	WB-1556 .002
156648	WB-1556
158042	W-9014 Std.
158222	WB-1745
163879	W-9014 .003
163880	W-9014 .006
163881	3 3/16 .003x1/8 C
164630	3 3/16 .010x1/8 C
164631	3 3/16 .015x1/8 C
164632	3 3/16 .020x1/8 C
164633	3 3/16 .030x1/8 C
164634	3 3/16 .045x1/8 C
166698	WB-1745 .002
179864	3 1/2 .003x1/8 C
179866	3 1/2 .005x1/8 C
179868	3 1/2 .010x1/8 C
179870	3 1/2 .015x1/8 C
179872	3 1/2 .020x1/8 C
179874	3 1/2 .030x1/8 C
179876	3 1/2 .045x1/8 C
186055	3 1/2x5/32 O
190021	LR-3
194400	3 3/16 .003x5/32
194401	3 3/16 .005x5/32 O
194402	3 3/16 .010x5/32 O
194403	3 3/16 .015x5/32 O
194404	3 3/16 .020x5/32 O
194405	3 3/16 .030x5/32 O
194406	3 3/16 .045x5/32 O
194407	3 1/2 .003x5/32 O
194408	3 1/2 .005x5/32 O
194409	3 1/2 .010x5/32 O
194410	3 1/2 .015x5/32 O
194411	3 1/2 .020x5/32 O
194412	3 1/2 .030x5/32 O
194413	3 1/2 .045x5/32 O
202800	3 7/16 .003x1/8 C
202801	3 7/16 .005x1/8 C
202802	3 7/16 .010x1/8 C
202803	3 7/16 .015x1/8 C
202804	3 7/16 .020x1/8 C
202805	3 7/16 .030x1/8 C
202806	3 7/16 .045x1/8 C
202807	3 7/16 .003x5/32 O
202808	3 7/16 .005x5/32 O
202809	3 7/16 .010x5/32 O
202810	3 7/16 .015x5/32 O
202811	3 7/16 .020x5/32 O
202812	3 7/16 .030x5/32 O
202813	3 7/16 .045x5/32 O
203056	3 7/16x5/32 O
213935	WB-1745
213936	WB-1556
213978	P-209NX .025
213979	P-209NX .035
213980	3 3/16 .025x1/8 C
213981	3 3/16 .035x1/8 C
213982	3 3/16 .025x5/32 O
213983	3 3/16 .035x5/32 O
213986	P-208NX .025
213987	P-208NX .035
213988	3 1/2 .025x1/8 C
213989	3 1/2 .035x1/8 C
213990	3 1/2 .025x5/32 O
213991	3 1/2 .035x5/32 O
215481	G-103 (Exh.)
215481	G-104 (Int.)
216233	3 3/16x1/8 Std. C
216234	3 1/2x1/8 Std. C
216235	3 7/16 Std.x1/8 C
216660	3 3/16 .003x1/8 C
216662	3 3/16 .010x1/8 C
216664	3 3/16 .020x1/8 C
216665	3 3/16 .025x1/8 C
216666	3 3/16 .030x1/8 C
216667	3 3/16 .035x1/8 C
216668	3 3/16 .045x1/8 C
216669	3 1/2 .003x1/8 C
216671	3 1/2 .010x1/8 C
216672	3 1/2 .015x1/8 C
216673	3 1/2 .020x1/8 C
216674	3 1/2 .025x1/8 C
216675	3 1/2 .030x1/8 C
216676	3 1/2 .035x1/8 C
216677	3 1/2 .045x1/8 C
216678	3 7/16 .003x1/8 C
216679	3 7/16 .005x1/8 C
216680	3 7/16 .010x1/8 C
216681	3 7/16 .015x1/8 C
216682	3 7/16 .020x1/8 C
216684	3 7/16 .030x1/8 C
216685	3 7/16 .035x1/8 C
216686	3 7/16 .045x1/8 C
219284	V-979N
219285	V-981N
219286	V-978
219287	V-980
225022	P-209NX Std.
225023	P-209NX .003
225024	P-209NX .005
225025	P-209NX .010
225026	P-209NX .015
225027	P-209NX .020
225028	P-209NX .025
225029	P-209NX .030
225030	P-209NX .035
225031	P-209NX .045
225043	P-208NX Std.
225044	P-208NX .003
225045	P-208NX .005
225046	P-208NX .010
225047	P-208NX .015
225048	P-208NX .020
225049	P-208NX .025
225050	P-208NX .030
225051	P-208NX .035
225052	P-208NX .045
228517	3 3/16x1/8 C
228518	3 1/2x1/8 C
228519	3 7/16x1/8 C
232087	P-208NX
234936	3 3/16x5/32 O
234936	3 3/16 .003x5/32 O
234936	3 3/16 .005x5/32 O
234936	3 3/16 .010x5/32 O
237261	3 7/16x5/32 O
237261	3 7/16 .003x5/32 O
237261	3 7/16 .005x5/32 O
237261	3 7/16 .010x5/32 O
237760	P-209NX Std.
237761	P-209NX .003
237762	P-209NX .005
237763	P-209NX .010
237764	P-209NX .015
237765	P-209NX .020
237766	P-209NX .025
237767	P-209NX .030
237768	P-209NX .035
237769	P-209NX .045
239800	P-209NX Std.
239801	P-209NX .003
239802	P-209NX .005
239803	P-209NX .010
239804	P-209NX .015
239805	P-209NX .020
239806	P-209NX .025
239807	P-209NX .030
239808	P-209NX .035
239809	P-209NX .045
240105	3 7/16x1/8 Std. C
240411	3 7/16 .040x1/8 C
240413	3 7/16 .065x1/8 C
242860	No. 259 or No. 4259 Std.
242861	No. 259 or No. 4259 .020
300032	PL-154
300043	G-343
300046	M-378
300047	M-379
300048	PN-111
300050	PB-49
300053	PB-217
300141	WB-1893
300618	G-342
300621	PS-166
300979	3 1/4x3/16 Std. O
300980	3 1/4x1/8 C
302037	W-9285 Std.
302734	3 1/4x5/32 O
302742	VS-335
302749	V-1182
302750	V-1181N
302827	M-346
302928	VK-124
300371	3 1/4 x 1/8C
303372	3 1/4 .010x1/8 C
303373	3 1/4 .020x1/8 C
303374	3 1/4 .030x1/8 C
303375	3 1/4 .040x1/8 C
303376	3 1/4 .005x5/32 O
303377	3 1/4 .010x5/32 O
303378	3 1/4 .020x5/32 O
303379	3 1/4 .030x5/32 O
303380	3 1/4 .040x5/32 O
303381	W-9285 .003
303382	W-9285 .006
303387	2682
303388	2682 .001
303389	2682 .002
303390	2682 .003
303391	2683
303392	2686
303393	2684
303394	2685
303398	WB-1893
303399	PK-98
303445	2682 .015
303829	G-342
303830	G-343
304399	3 1/4 .005x3/16 O
304400	3 1/4 .010x3/16 O
304514	3 1/4 .020x3/16 O
304515	3 1/4 .030x3/16 O
304516	3 1/4 .040x3/16 O
304664	PS-166
311930	3 7/16 .020x3/16 O
311930	3 7/16 .030x3/16 O
311956	3 1/4x5/32 O
311956	3 1/4 .005x5/32 O
311956	3 1/4 .010x5/32 O
311957	3 1/4x3/16 O
311957	3 1/4 .005x3/16 O
311957	3 1/4 .010x3/16 O
311962	3 1/4 .020x3/16 O
311962	3 1/4 .030x3/16 O
311963	3 1/4 .040x3/16 O
311964	3 7/16 .040x3/16 O
311965	3 1/4 .020x5/32 O
311965	3 1/4 .030x5/32 O
311966	3 1/4 .020x3/16 O
311966	3 1/4 .030x3/16 O
311971	3 3/16 .015x5/32 O
311971	3 3/16 .020x5/32 O
311971	3 3/16 .025x5/32 O
311971	3 3/16 .030x5/32 O
311972	3 3/16 .035x5/32 O
311972	3 3/16 .045x5/32 O
311974	3 1/4 .040x5/32 O
311975	3 1/4 .040x3/16 O
311980	3 7/16 .015x5/32 O
311980	3 7/16 .020x5/32 O
311980	3 7/16 .030x5/32 O
311981	3 7/16 .045x5/32 O
315505	W-9319 Std.
316152	V-1182
316154	V-1181N
316324	3 1/4x3/16 Std. O
316324	3 1/4 .005x3/16 O
316324	3 1/4 .010x3/16 O
316326	3 7/16x3/16 O
316326	3 7/16 .005x3/16 O
316326	3 7/16 .010x3/16 O
317543	W-9319 .003
317544	W-9319 .006
317545	P-202NX Std.
317546	P-202NX .005
317547	P-202NX .010

"C"—Compression Ring; "O"—Oil Ring; "Std."—Standard.

(Continued on next page)

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for PACKARD

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
317548	P-202NX .020
317549	P-202NX .030
317550	P-202NX .040
317624	2683 .002
317625	2686 .002
317626	2684 .002
317627	2685 .002
317668	3 7/16 .040x1/8 C
317914	M-454R
319645	LR-67
320363	2683 .001
320364	2686 .001
320365	2684 .001
320366	2685 .001
320518	PL-187
320585	M-333
320605	M-334
320625	M-414
324099	3 1/4x1/8 Std. C
324100	3 1/4 .010x1/8 C
324182	3 1/4 .005x1/8 C
324191	3 1/2 .040x1/8 C
324283	W-9342 Std.
324289	V-1182
324290	V-1183N
324359	V-1181N
324360	3 1/2x3/16 O
324360	3 1/2 .005x3/16 O
324360	3 1/2 .010x3/16 O
324490	3 1/4 .020x1/8 C
324492	3 1/4 .030x1/8 C
324493	3 1/4 .040x1/8 C
324673	W-9342 .003
324674	W-9342 .006
324684	G-342
324685	G-343
324696	3 1/2 .020x3/16 O
324696	3 1/2 .030x3/16 O
324697	3 1/2 .040x3/16 O
324822	No. 309 or No. 4309 Std.
324823	No. 309 or No. 4309 .020
324824	No. 258 or No. 4258 Std.
324825	No. 258 or No. 4258 .020
324953	VS-335
324959	VK-145
330594	3 1/2x3/32 C
330595	3 1/4x3/32 C
330693	No. 258 or No. 4258 Std.
330694	No. 258 or No. 4258 .020
330695	No. 254 or No. 4254 Std.
330696	No. 254 or No. 4254 .020
335171	M-436
335190	PS-231
335193	PL-187
335827	2961 Std.
335828	2961 .001
335829	2961 .002
335830	2961 .002
335831	2961 .015
338621	No. 255 or No. 4255 Std.
338622	No. 255 or No. 4255 .020
338728	G-103 (Exh.)
338729	G-104
341313	V-1254N
341321	V-1253
348035	3 1/2 .010x3/32 C
348047	3 1/4 .010x3/32 C
348578	P-288NX Std.
348579	P-288NX .005
348580	P-288NX .010
348581	P-288NX .020
348582	P-288NX .030
348583	P-288NX .040
348588	P-289NX Std.
348589	P-289NX .005
348590	P-289NX .010
348591	P-289NX .020
348592	P-289NX .030
348593	P-289NX .040
348606	G-367
348607	G-368
348608	G-369
348609	G-370
348610	3 1/2 .005x3/32 C
348611	3 1/2 .020x3/32 C
348612	3 1/2 .030x3/32 C
348613	3 1/2 .040x3/32 C
348614	3 1/4 .005x3/32 C
348615	3 1/4 .020x3/32 C
348616	3 1/4 .030x3/32 C
348617	3 1/4 .040x3/32 C
348623	2989
348624	2989 .001
348625	2989 .002
348626	2989 .003
348627	2989 .015
348630	2990
348631	2993
348632	2991
348633	2992
348634	2990 .001
348635	2993 .001
348636	2991 .001
348637	2992 .001
351750	VS-345
351882	M-458
354151	M-454R
354716	No. 307 or No. 4307 Std.
354717	No. 307 or No. 4307 .020
354718	No. 309 or No. 4309 Std.
354719	No. 309 or No. 4309 .020
354720	No. 308 or No. 4308 Std.
354721	No. 308 or No. 4308 .020
358105	V-1301
358190	V-1303N
358196	V-1304
358224	V-1305N
358556	3 1/4x1/8 Std. C
358557	3 1/2x1/8 Std. C
358662	3 1/2 .010x1/8 C
358663	3 1/4 .010x1/8 C
362027	PS-231
362500	2961
362501	2961 .001
362502	2961 .002
362503	2961 .003
362505	2989
362506	2989 .001
362507	2989 .002
362508	2989 .003
362578	3 1/4 .005x1/8 C
362583	3 1/4 .020x1/8 C
362584	3 1/4 .030x1/8 C
362585	3 1/4 .040x1/8 C
362586	3 1/2 .005x1/8 C
362587	3 1/2 .020x1/8 C
362588	3 1/2 .030x1/8 C
362589	3 1/2 .040x1/8 C
362849	V-1302N
364391	G-367
367143	3 1/4x5/32 Std. to .010 O
367144	3 1/4 .020 to .030 x5/32 O
367145	3 1/4 .040x5/32 O
367146	3 1/4x3/16 Std. to .010 O
367147	3 1/4 .020 to .030 x3/16 O
367148	3 1/4 .040x3/16 O
367152	3 3/16x5/32 Std. to .010 O
367153	3 3/16 .015 to .030 x5/32 O
367154	3 3/16 .035 to .045 x5/32 O
367155	3 7/16 Std. to .010x3/16 O
367156	3 7/16 .020 to .030x3/16 O
367157	3 7/16 .040x3/16 O
367158	3 1/2x3/16 Std. to .010 O
367159	3 1/2 .020 to .030 x3/16 O
367160	3 1/2 .040x3/16 O
367760	M-468
377427	3 1/4 .010x1/8 C
377432	3 1/2 .010x1/8 C
378984	3 1/2x3/16 Std. O
378985	3 1/4x3/16 Std. O
382442	No. 308 or No. 608 .040

"C"—Compression Ring; "O"—Oil Ring; Std.—Standard.

for PLYMOUTH

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1931–32	PA, PB	4	3 5/8	8–1/8	4–1/8 4–5/32	L273	4273		573
1933–34	PC, PD; PE to Engine PE-104075; PF, PG to Engine PF-29872	6	3 1/8	12–1/8	6–1/8 6–5/32	L212	4212	1512	512
1934–36	Pass. Cars: PE after Engine PE-104075; PF, PG after PF-29872; PJ, P1, P2	6	3 1/8	12–1/8	12–5/32	L206	4206	1506	506
1934–37	Canadian Models: Pass. Cars: PE after Engine PE-104075; PF, PG after Engine PF-29872; PJ, P1, P2, P3, P4, P5, P6 up to Engine Nos. P5C1001-P6C1001 (Replacement Pistons)	6	3 1/8	12–3/32	12–5/32	L350	4350	1650	650
1937–40	Pass. Cars: P3, P4, P5, P6, P7, P8, P9, P10; Trucks: PT50, PT57, PT81, PT105, Commercial	6	3 1/8	12–1/8	12–5/32	L206	4206	1506	506
1938–40	Canadian Models: Pass. Cars; P5, P6 after Engines Nos. P5C1001-P6, C1001; P7, P8, P9, up to Engine No. 5334 and after Engine No. 5550. P10 up to Engine No. 9771 and after Engine No. 10058	6	3 3/8	12–1/8	12–5/32	L215	4215 Chrome Rebore-Rebuild Set C4215	1515	515
1940–41	Canadian Models: P9 from Engine No. C5334 to C5550, P10 from Engine No. C9771 to C10058, P11, P12	6	3 3/8	6–3/32 6–1/8	12–5/32	L337	4337 Chrome Rebore-Rebuild Set C4337	1637	637
1941	Pass. Cars: P11, P12; Trucks: PT125, Commercial	6	3 1/8	6–3/32 6–1/8	12–5/32	L332	4332	1632	632
1942–46	Canadian Models: P14S, P14C, P15	6	3 3/8	12–3/32	12–5/32	L349	4349 Chrome Rebore-Rebuild Set C4349	1649	649
1942–48	P14C, P14S, P15C, P15S	6	3 1/4	12–3/32	12–5/32	L339	4339 Chrome Rebore-Rebuild Set C4339	1639	639

OVERSIZE SERVICE

All Ring Sets for Plymouth are available Std.-5-20-30-40-60 thousandths oversize.

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1933–36	All Models, 6 cyl.	T-Slot	3 1/8	PX-40 PX-3*
1937–41	All Models, 6 cyl.	U-Slot	3 1/8	PX-48 PX-5*
1938–41	Canadian Models: All with 3 3/8" Motor, 6 cyl.	T-Slot U-Slot T-Slot—U-Slot	3 3/8	PX-33 PX-31 PX-10*
1942–48	All Models, 6 cyl.	Alum. U-Slot	3 1/4	PX-23

Numbers marked with an asterisk * are U-Type Expanders. Others are Shell Type.

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for **PLYMOUTH**

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1928–31	Q, U, 30U	4	3 5/8	2–1/8	1–1/8	See Note	W-7070	Osc.	.....
	☛NOTE: To replace Pistons use P-33AX in Complete Sets (4).								
1931–32	PA, PB	4	3 5/8	2–1/8	1–1/8 1–5/32	P-33AX	W-7070	Osc.	.....
	☛P-33AX is an Aluminum Split Skirt Original Type Piston.								
1933–34	PC, PD; PE to Engine PE-104075; PF, PG to Engine PF-29872	6	3 1/8	2–1/8	1–1/8 1–5/32	See Note	W-9170	LR-4	WB-1824
	☛NOTE: To replace Pistons use P-207ARX in Complete Sets (6).								
1934–40	Pass. Cars: PE after Engine PE-104075: PF, PG after Engine PF-29872; PJ, P1, P2, P3, P4, P5, P6, P7, P8, P9, P10. Trucks: 1937-40, PT50, PT57, PT81, PT105, Commercial	6	3 1/8	2–1/8	2–5/32	See Note	W-9170	LR-4	WB-1824
	☛NOTE: To replace Pistons use P-207ARX in Complete Sets (6).								
1941	Pass. Cars: P11, P12. Trucks: PT125, Commercial	6	3 1/8	1–3/32 1–1/8	2–5/32	P-207ARX	W-9170	LR-4	WB-1824
	☛P-207ARX is a U-Slot Cam Ground Original Type Aluminum Piston.								
1942–48	P14C, P14S, P15C, P15S	6	3 1/4	2–3/32	2–5/32	P-337AX	W-9226	LR-4	WB-1824
	☛When replacing Cast Iron Pistons in above motors, a Complete Set (6) of Cam Ground U-Slot Original Type Piston P-337AX must be installed.								

CYLINDER SIZE INFORMATION

Not all Plymouth engines built since 1933 had standard size cylinders. The original cylinder size is indicated by the letters "A", "B" and "AB", immediately following the engine number. The letters in the circular pads at each end of the engine number pad are NOT part of the engine number and do NOT indicate cylinder size.

All engines with "B", or without any letter immediately following the engine number, originally had standard size cylinders. The letters "A" or "AB" immediately following the engine number indicate that the original cylinder diameter was .020 oversize.

OVERSIZE SERVICE PISTONS

"S" type Semi-Finished pistons, turned to .035 oversize, are to be used for finishing pistons from Standard to and including .020 oversize.

"OS" type Semi-Finished Pistons:

Stock No.	Supplied Semi-Finished	Will Finish
P-207AX "OS"	.100 O.S.	.025 to .085 oversize
P-337AX "OS"	.125 O.S.	.025 to .110 oversize

PINS

W-9170 and W-9226—Std.-1½-3-5-10-15-20 thousandths oversize.

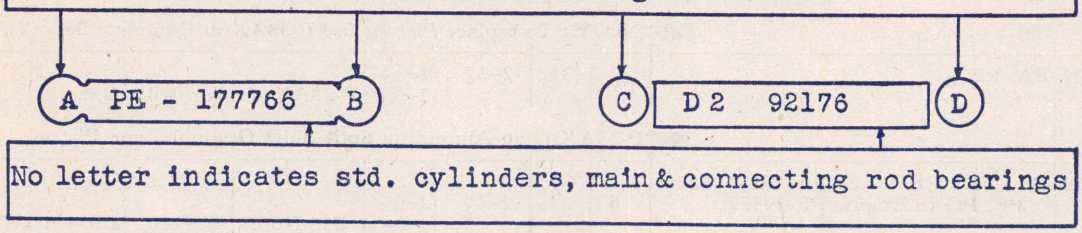
DRY CYLINDER SLEEVES

YEAR	MODELS	No. Cyl.	Cyl. Dia.	Sleeve	Wall Thickness	Length
1934–41	Pass Cars: PE, PF, PG, PJ, P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12; Trucks: PT50, PT57, PT81, PT105, PT125, Commercial	6	3 1/8	SD-39	3/32"	8 1/8" (Cut to Length)
1942–48	P14C, P14S, P15C, P15S	6	3 1/4	SD-59	3/32"	8 1/16" (Cut to Length)

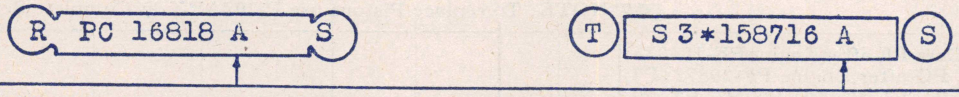
CYLINDER AND BEARING SIZES AND IDENTIFICATION IN CHRYSLER, DeSOTO, DODGE AND PLYMOUTH CARS.

The cylinder and bearing sizes are indicated by letters either before or after the engine serial number.

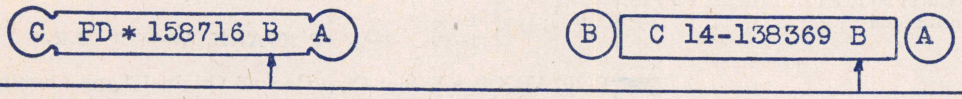
The letters in the circular pads at either end of engine number pad are for the use of factory inspectors only, and should not be connected with the engine number.



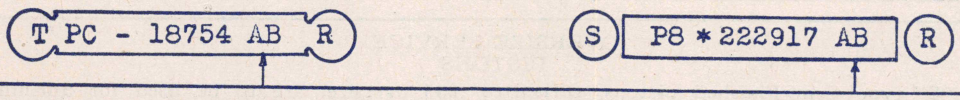
No letter indicates std. cylinders, main & connecting rod bearings



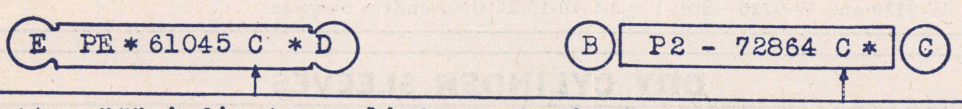
Letter "A" indicates cylinders .020 larger than standard ---- main and connecting rod bearings standard.



Letter "B" indicates cylinders standard -- main and connecting rod bearings .010 smaller than standard.



Letters "AB" indicate cylinders .020 larger than standard --- main and connecting rod bearings .010 smaller than standard --- connecting rod bearing outside diameter .005 larger than standard on rods marked "10-5".



Letter "C" indicates cylinders standard --- main and connecting rod bearings standard — connecting rod bearing outside diameter .005 larger than standard - rods marked "10-5".

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for PLYMOUTH

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	Location

Not all Plymouth engines built since 1932 were originally equipped with standard size Bearings. The original Bearing size is indicated by the letter A, B, AB, and C when they immediately follow the engine number. The letters in the circular pads at each end of the engine number pad are NOT part of the engine number and do NOT indicate Bearing size.

Standard size Bearings were originally used in all engines with "A" or without any letter immediately following the engine number. Engine numbers followed by—

"B" indicate .010 undersize Rod and Main Bearings.

"AB" on 1933-36 motors indicate .010 undersize Inside Diameter and .005 oversize Outside Diameter Rod Bearings and .010 undersize Main Bearings.

"AB" on motors after 1936 indicate .010 undersize Rod and Main Bearings.

"C" indicate Standard Inside Diameter and .005 oversize Outside Diameter Rod Bearings, and Standard Main Bearings.

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	Location
1933–41	Pass Cars: PC, PD, PE, PF, PG, PJ, P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12; Trucks: PT50, PT57, PT81, PT105, PT125 Co,-mercial	6	2507S→Complete Set (6 pair) Babbitt-Lined Con. Rod Bearings. Available Std., .001, and .002 undersize.										
			2507	See Note	2519	See Note	2520	See Note	2915	See Note	2520	See Note	3
			MB-9→Con. Rod Bolt for 1933-37 models. MB-10 Con. Rod Bolt Nut for 1933-37 models.										
	Camshaft Bearings for 1935-41	....	....	....	MB-17	See Note	MB-18	See Note	MB-19	See Note	....	....	.....

2507 Babbitt Lined is available with .001, .002, .003, .005, .010, .020, .030 and .060 undersize I.D. with Std. O.D.; or with Std., .002, .005, .010 and .060 undersize I.D. with .005 oversize O.D.

2519, 2520 and 2915 Babbitt Lined are available .001, .002, .010, .020, .030, .060 and .100 undersize.

MB-17, MB-18 and MB-19 are Precision, Split Type Camshaft Bearings, which require no reaming for Standard size Camshafts. Also available semi-finished with approximately .010 reaming stock.

Since May, 1947, Plymouth factory has selective fit rod and main bearings using Standard and .001 thousandths inserts where needed to get uniform .001 thousandths clearance.

IDENTIFICATION STAMPED ON CENTER COUNTERWEIGHT OF CRANKSHAFT

"M" denotes .001 Undersize Main Bearing.

"R" denotes .001 Undersize Connecting Rod Bearing.

Suffix number with above letters designate location of bearing from front of engine. EXAMPLE: "M1" means front main bearing is .001 undersize. "R6" means number six connecting rod bearing is .001 undersize.

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	Location
1942–48	P14C, P14S, P15C, P15S	6	2568S→Complete Set (6 pair) Babbitt Lined Con. Rod Bearings Available Std., .001, and .002 undersize.										
			2568	See Note	2569	See Note	2570	See Note	2571	See Note	2570	See Note	3
	Camshaft Bearings	....	....	....	MB-17	See Note	MB-18	See Note	MB-19	See Note	....	....	.....

2568 Babbitt Lined is available with .001, .002, .003, .005, .010, .020, .030, and .060 undersize I.D. with Std. O.D.; or with Std., .002, .005, .010 and .060 undersize I.D. with .005 oversize O.D.

2569, 2570, and 2571 Babbitt Lined are available .001, .002, .010, .020, .030, and .060 undersize.

MB-17, MB-18, and MB-19 are Precision, Split Type, Camshaft Bearings, which require no reaming for standard size Camshafts. Also available semi-finished with approx. .010 reaming stock.

for PLYMOUTH

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1928–30	Q, U; 30U to Engine U-220884	4	V-314	.....	G-66	G-66	VS-132	VS-132	VK-13
1931	30U after Engine U-220884; PA (Pin Type Keeper)	4	V-314	.....	G-66	G-66	VS-132	VS-132	.....
1932	PB	4	.....	.....	G-66	G-66	VS-132	VS-132	VK-87
1933–40	Pass. Cars: PC, PD, PE, PF, PG, PJ, P1, P2, P3, P4, P5, P6, P7, P8, P9, P10. Trucks: PT50, PT57, PT81, PT105, Commercial	6	V-890	V-891N	G-254	G-254	VS-247	VS-247	VK-84
1941	Pass. Cars: P11, P12. Truck: PT125 Commercial	6	V-890	V-891N	G-254	G-254	VS-348	VS-348	VK-84
1942–48	P14C, P14S, P15C, P15S	6	V-1334	V-1335N	G-254	G-254	VS-348	VS-348	VK-84

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1933	PC, PD	6	PC-5	PA-117	PY-17 Steel Pulley M-201 Pulley Hub M-31 Hub Pin
1934	PE, PF, PG	6	PC-8	PA-117	PY-17 Steel Pulley M-201 Pulley Hub M-31 Hub Pin
1935–48	Pass. Cars: PJ, P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11, P12, P14, P14C, P14S, P15C, P15S. Trucks: PT50, PT57, PT81, PT105, PT125, Commercial	6	PC-11	PA-117	MA-10
	All Pass. Cars & 1937-38 Trucks: Pulley	...	.....	.....	PY-17 M-201 Pulley Hub

FOR INTERCHANGEABILITY OF PLYMOUTH PART NUMBERS WITH OUR PART NUMBERS SEE PAGE 62.

for PONTIAC

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–31	6-29 after Engine 461001; 6-30, 401	6	3 5/16	12–3/16	6–3/16	L274	4274		574
1932	402	6	3 5/16	12–1/8	6–3/16	L208	4208	1508	508
1932	302	8	3 7/16	24–1/8	8–3/16	L275	4275		575
1933–35	601, 603, 8AA	8	3 3/16	24–1/8	8–3/16	L220	4220		520
1935	6AA, 6AB	6	3 3/8	18–1/8	6–3/16	L217	4217		517
1936	6BA, 6BB	6	3 3/8	12–1/8	6–3/16	L218	4218		518
1936–38	8BA, 8CA, 8DA	8	3 1/4	16–1/8	8–3/16	L221	4221		521

(Continued on next page)

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for PONTIAC

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1937	Canadian Models: Canadian Six	6	3 9/16	6–1/8 6–3/32	6–3/16	L222	4222		522
1937–38	6CA, 6DA	6	3 7/16	12–1/8	6–3/16	L219	4219		519
1938–39	Canadian Models: 1938-26; 1939-25 Canadian Six	6	3 9/16	12–1/8	6–3/16	L223	4223		523
1938–40	Canadian Models: 1938-25; 1939-22; 1940-22	6	3 1/2	12–1/8	6–3/16	L205	4205	1505	505
				Chrome Rebore-Rebuild Set C4205					
1939–40	All Six Cylinder Models	6	3 7/16	12–3/32	6–3/16	L265	4265		565
1939–48	All Eight Cylinder Models	8	3 1/4	16–3/32	8–3/16	L266	4266		566
1941–48	All Six Cylinder Models	6	3 9/16	12–3/32	6–3/16	L333	4333		633

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1935	All 6 cyl. Models	Cast Iron	3 3/8	PX-47
1936	All 6 cyl. Models (Install Expanders in Back of the Bosses from the Head of the Pistons)	Cast Iron	3 3/8	PX-32
1937–40	All 6 cyl. Models	Cast Iron	3 7/16	PX-32
1938–40	All Canadian Models with 3 1/2" Motor	Cast Iron Slipper	3 1/2	PX-20
1938–40	All Canadian Models with 3 9/16" Motor	Alloy Slipper	3 9/16	PX-33
1937–48	All 8 cyl. Models	Cast Iron	3 1/4	PX-42
1941–48	All 6 cyl. Models	Cast Iron	3 9/16	PX-43

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1933–35	601, 603, 8AA	8	3 3/16	3–1/8	1–3/16	P-1079X	W-9249	.....	WB-1867 2 Used
1935–36	6AA, 6AB, 6BA, 6BB	6	3 3/8	3–1/8	1–3/16	Use Piston P-1146X	W-9284	.....	WB-1787 2 Used
				2–1/8	1–3/16	P-1146X	W-9284	.....	WB-1787 2 Used
1936–48	All Pontiac Eight	8	3 1/4	2–1/8	1–3/16	Use Piston P-1222X	W-9249	.....	WB-1867 2 Used
				2–3/32	1–3/16	P-1222X	W-9249	.....	WB-1867 2 Used
1937–40	All Pontiac Six	6	3 7/16	2–1/8	1–3/16	Use Piston P-1220X	W-9284	.....	WB-1787 2 Used
				2–3/32	1–3/16	P-1220X	W-9284	.....	WB-1787 2 Used
1941–48	All Pontiac Six	6	3 9/16	2–3/32	1–3/16	P-1258X	W-9284	.....	WB-1787 2 Used

for PONTIAC

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1926–32	6-27; 6-28; 6-30; 401; 402	6	V-479	.....	.....	.....	VS-103	VS-103	VK-57
1933–36	601, 603, 8AA, 8BA	8	V-902	V-903N	G-255	G-256	VS-248	VS-248	VK-15
1935–36	6AA, 6AB, 6BA, 6BB	6	V-992	V-993N	G-255	G-256	VS-248	VS-248	VK-15
1937–48	All Pontiac Six	6	V-1137	V-1138N	G-255	G-256	VS-319	VS-319	VK-134
1937–48	All Pontiac Eight	8	V-1135	V-1136N	G-255	G-256	VS-319	VS-319	VK-134

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1933–36	601, 603, 8AA, 8BA	8	2762 2679 2727	See Note	2543	.002 .060	2544	.002 .060	2545	.002 .060	2676 2547	See Note .002 .060	2 4

2762 (Babbitt Lined) is available .002, .010, .020 and .060 undersize.
2679 (Cadmium Lined, Original Type for 1933-35) is available .002, .010, .020 and .050 undersize.

2727 (Copper Alloy Super Bearing, Original Type for 1936) is available .002 and .010 undersize.
2676 is available .002, .020 and .060 undersize.

Use 2679, 2762 or 2727 in interchangeable bearing type replacement rods which replace the rods with cast-in bearings, originally used in 1933-34 engines.

When installing Late Type Grooveless Bearings 2679, 2762 or 2727 in 1933-35 Motors, the Crank Pin Journals must be relieved of any unevenly worn condition caused by the grooves in the original Bearings.

YEAR	MODELS	No. Cyl.											
1935–36	6AA, 6AB, 6BA, 6BB	6	2761 2674 2726	See Note	2675	See Note	2676	See Note	2677	See Note	2678	See Note	3
	Bearing Shims		B-1045	B 1/16	B-1048	B 1/16	B-1615	B 1/16	B-1048	B 1/16	B-2951	B 1/16	3
	Camshaft Bearings				MB-76 See Note		MB-77 See Note		MB-79 See Note		MB-78 See Note		3

2761 (Babbitt Lined) is available .002, .010, .020 and .060 undersize.
2674 (Cadmium Lined, Original Type for 1935) is available .002, .010, .020 and .050 undersize.

2726 (Copper Alloy Super Bearing, Original Type for 1936) is available .002 and .010 undersize.
2675, 2676, 2677 and 2678 are available .002, .020 and .060 undersize.

When installing Late Type Grooveless Bearings 2761, 2674 or 2726 in 1935 motors, the Crank Pin Journals must be relieved of any unevenly worn condition caused by the grooves in the original Bearings.

YEAR	MODELS	No. Cyl.											
1937–38	6CA, 6DA	6	2882	See Note	2883	See Note	2884	See Note	2885	See Note	2886	See Note	3
	Camshaft Bearings				MB-76 See Note		MB-77 See Note		MB-79 See Note		MB-78 See Note		3

2882 is available .001, .002, .010, .020, .030, and .060 undersize.

2883, 2884, 2885 and 2886 are available .002, .010, .020, .030 and .060 undersize.
2883, 2884, 2885 and 2886 are available .002, .010, .020 and .060 undersize.

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MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1937–40	All Pontiac Eight	8	2888	See Note	2883	See Note	2887	See Note	2885	See Note	2884	See Note	2
											2886		4
	Camshaft Bearings	....	....	....	MB-76 See Note		MB-78 See Note		MB-80 See Note		MB-77		2
											MB-79		4
1939–40	All 1939-40 Pontiac Six	6	2945	See Note	2946	See Note	2947	See Note	2948	See Note	2949	See Note	3
	Camshaft Bearings	....	....	....	MB-76 See Note		MB-77 See Note		MB-79 See Note		MB-78 See Note		3
1941–48	All Pontiac Six	6	2945	See Note	2946	See Note	2947	See Note	2948	See Note	3292	See Note	3
	Camshaft Bearings	....	....	....	MB-76 See Note		MB-77 See Note		MB-79 See Note		MB-78 See Note		3
1941–48	All Pontiac Eight	8	2888	See Note	2883	See Note	2887	See Note	2885	See Note	2884	See Note	2
											3511		4
	Camshaft Bearings	....	....	....	MB-76 See Note		MB-78 See Note		MB-80 See Note		MB-77		2
											MB-79		4

☛2945 is available .001, .002, .010, .020, .030 and .060 undersize. 2946, 2947, 2948, 2949 and 3292 are available .002, .010, .020, .030 and .060 undersize.

☛2888 is available .001, .002, .010, .020 and .060 undersize. 2883, 2884, 2885, 2886 and 2887 are available .002, .010, .020 and .060 undersize.

☛2888 is available .002, .010, .020 and .060 undersize. 2883, 2884, 2885, 2887 and 3511 are available .002, .010, .020, .030 and .060 undersize.

NOTE: MB-76, MB-77, MB-78, MB-79 and MB-80 are Ream Type Camshaft Bearings.

★Dimension following Shim Stock number indicates thickness of Shim. The Suffix "B" indicates the Shim is Babbitt Tipped.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1933–36	6AA, 6AB, 6BA, 6BB, 6 cyl.; 601, 603, 8AA, 8BA, 8 cyl.	6–8			
	For Pumps with Oil Cup at Front Bushing		.....	PA-127	.....
	For Pumps with Grease Fitting at Front Needle Bearing		.....	PA-160	.....
	Ball Bearing Type Service Pump with Slotted Seal Chamber and Keyed Carbon Washers		PC-9R	PA-209	M-217R Complete Seal
	For Early Ball Bearing Type Service Pump with Notched Seal Carbon Washer and Lock Ring		.....	.....	M-162R Complete Seal
1937	6CA, 6 cyl.; 8CA, 8 cyl. (Packing Nut Type Pump)	6–8	.....	PA-159	.....
1937	6CA, 6 cyl.; 8CA, 8 cyl.	6–8			
	For First Seal Type Pump with Notched Carbon Washer		.....	PA-158R	MA-33
	Ball Bearing Type Service Pump		PC-28	PA-187R	MA-32
1938	All Pontiac Six and Eight	6–8			
	Original Ball Bearing Type Pump		PC-28	PA-187R	MA-32
1939–40	All Pontiac Six	6			
	Original Ball Bearing Type Pump		PC-31	PA-215	MA-32
1939–42	All Pontiac Eight	8			
	Original Ball Bearing Type Pump		PC-28	PA-187R	MA-32
1941–42	All Pontiac Six	6			
	Original Ball Bearing Type Pump		PC-28	PA-187R	MA-32
1942–48	All Pontiac Six and Eight	6–8			
	Ball Bearing Type Service Pump		PC-28	PA-187R	MA-32

for PONTIAC
INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number
C4218	2 13/16 .015x3/16 C
C4219	2 13/16 .030x3/16 C
106749	M-3
120369	3/8-24 Nut
148446	PB-258
408073	M-307
411146	M-398
478453	M-17
485140	2 7/8x1/8 C
485141	2 7/8 .015x1/8 C
485142	2 7/8 .030x1/8 C
485598	2 13/16 .015x1/8 C
485599	2 13/16 .030x1/8 C
486032	2 13/16x1/8 C
486082	VK-57
487173	2 13/16x3/16 O
487174	2 13/16 .015x3/16 O
487461	SS-134
487831	2 7/8 .015x1/8 O
487864	PK-35
487892	2 7/8 .005x1/8 O
487893	2 7/8 .005x1/8 C
488554	2 7/8x1/8 O
488958	M-315
489279	PB-15
490139	3 1/4x3/16 Std. O
490140	3 1/4 .005x3/16 O
490141	3 1/4 .015x3/16 O
490142	3 1/4 .020x3/16 O
490143	3 1/4 .030x3/16 O
490184	3 3/8x3/16 C
490185	3 3/8 .005x3/16 C
490186	3 3/8 .015x3/16 C
490187	3 3/8 .020x3/16 C
490188	3 3/8 .030x3/16 C
490190	3 3/8x3/16 O
490192	3 3/8 .005x3/16 O
490194	3 3/8 .015x3/16 O
490196	3 3/8 .020x3/16 O
490198	3 3/8 .030x3/16 O
490847	WB-1724
491167	3 5/16 .010x3/16 C
491169	3 3/8 .010x3/16 O
491170	3 3/8 .010x3/16 C
491172	3 7/16 .010x3/16 O
491173	3 7/16 .010x1/8 C
491180	2678 Std.
491181	2678 .001
491182	2883 .001
491183	2884 .001
491184	2887 .001
491185	2886 .001
491186	2885 .001
491187	2882 .001
491188	2888 .001
491228	3 7/16x1/8 C
491229	3 7/16x3/16 O
491837	3 7/16 .005x3/16 O
491838	3 7/16 .015x3/16 O
491839	3 7/16 .020x3/16 O
491840	3 7/16 .030x3/16 O
491842	3 7/16 .005x1/8 C
491843	3 7/16 .015x1/8 C
491844	3 7/16 .020x1/8 C
491845	3 7/16 .030x1/8 C
492054	3 7/16x3/16 O
492112	3 7/16 .005x3/16 O
492113	3 7/16 .015x3/16 O
492114	3 7/16 .020x3/16 O
492115	3 7/16 .030x3/16 O
492171	P-1183X .005
492172	P-1183X .010
492173	P-1183X .020
492174	P-1183X .030
492987	G-91
493104	3 7/16 .010x3/16 O
493399	3 5/16x1/8 C
493464	2459 Std.
493465	2460 Std.
493466	2461 Std.
493473	G-222
493644	PB-49
493645	M-499
494499	3 5/16 .005x1/8 C
494500	3 5/16 .010x1/8 C
494502	3 5/16 .020x1/8 C
494503	3 5/16 .030x1/8 C
494741	3 5/16 .005x3/16 O
494742	3 5/16 .010x3/16 O
494744	3 5/16 .020x3/16 O
494745	3 5/16 .030x3/16 O
494746	3 5/16x3/16 O
494840	M-316
494841	M-314
494876	G-255
494882–3	2543 Std.
494886–7	2544 Std.
494888–9	2547 Std.
494890–1	2545 Std.
494933	V-903N
494934	V-902
494949	M-298
494950	PH-9
494954	PL-100
494956	M-297
494958	PK-98
494959	PN-111
494998	W-9249 Std.
495096	VS-248
495462	G-256
495581	PK-98
495620	W-9249 .001
495621	W-9249 .003
495622	W-9249 .005
495988	3 3/16x1/8 O
496433	PS-137
496949	P-1183X Std.
496950	P-1183X Std.
496951	P-1183 X Std.
496980	2676 Std.
496987	3 7/16 .005x3/16 O
496988	3 7/16 .010x3/16 O
496989	3 7/16 .020x3/16 O
496990	3 7/16 .030x3/16 O
496992	PC-9R
496994	M-385
496995	PL-192
496996	2727 Std.
496997	2761 Std.
496998	2727 .001
496999	2761 .001
497065	2679 Std.
497068	W-9284 Std.
497074	2674 Std.
497091	V-992
497092	V-993N
497093	2543 Std.
497095	2544 Std.
497096	2545 Std.
497100	2547 Std.
497499	W-9284 .001
497500	W-9284 .003
497501	W-9284 .005
497509	3 3/8 .005x3/16 O
497510	3 3/8 .010x3/16 O
497511	3 3/8 .015x3/16 O
497512	3 3/8 .020x3/16 O
497513	3 3/8 .030x3/16 O
497688	2675 Std.
497691	2677 Std.
498009	PB-188
498010	PB-49
498499	3 3/16 .010x1/8 O
498518	2543 .001
495520	2544 .001
498521	2547 .001
498522	2545 .001
498565	3 3/16 .020x1/8 O
498566	3 3/16 .030x1/8 O
498569	3 3/8 .010x1/8 O
498571	3 3/8 .020x1/8 O
498572	3 3/8 .030x1/8 O
498804	3 1/4x3/16 O
499063	3 1/4 .005x3/16 O
499064	3 1/4 .010x3/16 O
499066	3 1/4 .020x3/16 O
499067	3 1/4 .030x3/16 O
499136	2726 Std.
499137	2727 Std.
499385	2675 Std.
499386	2677 Std.
499388	2677 .001
499389	2676 .001
499599	VK-134
499608	V-1136N
499609	V-1135
499610	V-1138N
499611	V-1137
499618	VS-319
499634	3 7/16x3/16 O
499884	PS-192
499887	M-313
499888	M-312
499896	PL-177
500003	2883 Std.
500004	2884 Std.
500006	2887 Std.
500007	2886 Std.
500009	2885 Std.
500011	2888 Std.
500013	2882 Std.
500571	3 3/8x1/8 C
500572	3 3/8 .010x1/8 C
500574	3 3/8 .030x1/8 C
500575	3 3/16x1/8 C
500576	3 3/16 .010x1/8 C
500577	3 3/16 .020x1/8 C
500578	3 3/16 .030x1/8 C
500697	M-384
500698	PL-176
501180	PC-28
501181	PH-28
501182	PL-188
501240	3 1/4x1/8 C
501242	3 1/4 .005x1/8 C
501243	3 1/4 .010x1/8 C
501244	3 1/4 .020x1/8 C
501245	3 1/4 .030x1/8 C
501394	3 7/16x1/8 C
501403	3 7/16 .005x1/8 C
501404	3 7/16 .010x1/8 C
501405	3 7/16 .020x1/8 C
501406	3 7/16 .030x1/8 C
501586	3 3/8 .005x1/8 C
501587	3 3/16 .005x1/8 C
501595	M-162
501596	M-217
501598	M-397
501912	PC-31
502104	2945 Std.
502136	2949 Std.
502815	3 7/16x3/32 C
502816	3 1/4x3/32 C
503008	P-1222X .005
503009	P-1222X .010
503010	P-1222X .020
503011	P-1222X .030
503016	P-1220X .005
503017	P-1220X .010
503018	P-1220X .020
503019	P-1220X .030
503024	3 7/16 .005x3/32 C
503025	3 7/16 .010x3/32 C
503026	3 7/16 .020x3/32 C
503027	3 7/16 .030x3/32 C
503028	3 1/4 .005x3/32 C
503029	3 1/4 .010x3/32 C
503030	3 1/4 .020x3/16 C
503031	3 1/4 .030x3/32 C
503045	P-1220X Std.
503046	P-1220X Std.
503047	P-1220X Std.
503048	P-1222X Std.
503049	P-1222X Std.
503050	P-1222X Std.
503153	2946 .001
503154	2947 .001
503155	2949 .001
503156	2948 .001
503205	2945 .001
503282	M-381
503450	PA-187R
503539	M-312
503605	PA-215
504177	PA-158R
504179	PA-209
504180	3 7/16x3/16 O
504186	3 7/16 .005x3/16 O
504187	3 7/16 .010x3/16 O
504188	3 7/16 .020x3/16 O
504189	3 7/16 .030x3/16 O
504998	M-217
504999	M-162
505036	P-1258 Std.
505037	P-1258 Std.
505038	P-1258 Std.
505042	3 9/16 .005x3/32 C
505043	3 9/16 .010x3/32 C
505044	3 9/16 .020x3/32 C

(Continued on next page)

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INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number
505045	3 9/16 .030x3/32 C	505609	P-1258 .005	525056	V-479	527525	W-9029 .005
505046	3 9/16 .005x3/16 O	505610	P-1258 .010	525057	VS-103	546396	PC-9R
505047	3 9/16 .010x3/16 O	505611	P-1258 .020	525136	PB-13	549071	P-929X .005
505048	3 9/16 .020x3/16 O	505612	P-1258 .030			549072	P-929X .015
505049	3 9/16 .030x3/16 O	506754	No. L333	525140	M-500	549073	P-929X .020
505055	3 9/16X3/16	506758	No. L266	525141	PN-8	549074	P-929X .030
505320	WB-1787	506776	3 9/16 .005x3/32 C	525187	P-820X .005	549120	P-929X Std.
				525188	P-820X .015	549121	P-929X Std.
505321	WB-1867	506777	3 9/16 .010x3/32 C			549184	P-820X Std.
505360	3 9/16x3/32 C	506778	3 9/16 .020x3/32 C	525189	P-820X .030	549185	P-820X Std.
505546	2946 Std.	506779	3 9/16 .030x3/32 C	525193	3 1/4 .005x3/16 C	549227	P-929X .010
505547	2947 Std.	506780	3 9/16 .005x3/16 O	525194	3 1/4 .015x3/16 C	549338	P-1079X Std.
505548	3292 Std.	506781	3 9/16 .010x3/16 O	525195	3 1/4 .030x3/16 C	549510	P-1079X Std.
505549	2948 Std.	506782	3 9/16 .020x3/16 O	525450	W-8020 .008	549511	P-1079X Std.
505550	2883 Std.	506783	3 9/16 .030x3/16 O	525878	P-820X .020	549514	P-1079X .005
505551	2884 Std.	507517	W-9284 Std.	525880	3 1/4 .020x3/16 C	549515	P-1079X .010
505552	2887 Std.	507546	P-1258 .005	526125	PB-14	549516	P-1079X .015
505553	2886 Std.			526791	W-8020 .003	549517	P-1079X .020
		507547	P-1258 .010	526792	W-8020 .005	549518	P-1079X .030
505554	2885 Std.	507548	P-1258 .020	526831	3 5/16x3/16 C	549634	P-1146X Std.
505555	2945 Std.	507549	P-1258 .030			549635	P-1146X Std.
505556	2888 Std.	507554	P-1258 Std.	526833	V-602N	549636	P-1146X Std.
505591	2946 .001	507555	P-1258 Std.	526856	PA-7	549637	P-1146X .010
505592	2947 .001	507556	P-1258 Std.	526872	W-8020 Std.	549638	P-1146X .020
505593	3292 .001	508007	3 9/16x3/32 C	526873	W-8020 .0003	549639	P-1146X .030
505594	2948 .001	508008	3 9/16x3/16 O	526874	W-8020 .0005	836120	VK-15
505595	2883 .001	508433	2887 .002	526875	W-8020 .0007	954180	PS-191
505596	2884 .001	508445	2547 .002	527328	3 5/16 .005x3/16 C	1790554	P-225AX (Canadian)
505597	2887 .001	509041	G-255	527329	3 5/16 .015x3/16 C	1790556	P-225AX (Canadian)
		525015	3 1/4x3/16 C	527330	3 5/16 .020x3/16 C	1790557	P-225AX (Canadian)
505598	2886 .001			527331	3 5/16 .030x3/16 C	1790558	P-225AX (Canadian)
505599	2885 .001	525017	W-8020 Std.	527482	W-9029 Std.	1790559	P-225AX (Canadian)
505600	2945 .001	525031	G-90	527523	W-9029 .001	1790560	P-225AX (Canadian)
505601	2888 .001	525050	V-480N	527524	W-9029 .003	1790561	P-225AX (Canadian)

"C"—Compression Ring; "O"—Oil Ring; Std.—Standard.

for REO PASS. CAR
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1928–36	Flying Cloud C, Master CA, 20, 25, N25; 621, 625, Flying Cloud 2S to 5S, 6A, 6D, Royale 7S:	6	3 3/8						
	For Pistons with 1/4" Oil Ring Groove			18–3/32	6–1/4	L851	4851		1851
	For Pistons with 5/32" & 3/16" Oil Ring Grooves			12–3/32	6–5/32 6–3/16	L1021	5021		2021

for REO PASS. CAR

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1931–36	621, 625, after Engine CB-11143; Flying Cloud 2S, 3S, 4S, 5S, 6A, 6D, Royale 7S, 6 Cyl. Royale N31, N35, 831, 835, 1N, 2N, 8 Cyl.	6–8	3 3/8	3–3/32	1–1/4	P-213AX	W-9163	LR-13	WB-1803 2 Used
				2–3/32	1–5/32 1–3/16	.....	W-9163	LR-13	WB-1803 2 Used
	☞P-213AX is a T-Slot Cam Ground Original Type Piston.								
1932	Flying Cloud S	6	3 1/8	2–3/32	1–5/32 1–3/16	P-173AX	W-9229	LR-13	WB-1803 2 Used
	☞P-173AX is a T-Slot Cam Ground Original Type Piston.								

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1933	Royale 1N, 2N, Engine 2N-278 to 2N-597	8	.....	.....	G-52	G-52	VS-261	VS-261	.....
1933–34	Royale 1N, 2N, after Engine 2N-597	8	.....	V-932N	G-52	G-52	VS-261	VS-261	VK-84
1934–35	Flying Cloud 4S, 5S, Royale 7S	6	V-931	V-932N	G-52	G-52	VS-261	VS-261	VK-84
1935–36	Flying Cloud 6A, 6D	6	V-1037	V-1038N	.....	.....	VS-261	VS-261	VK-84

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1931–35	Royale N31, N35, 831, 835, 1N, 2N	8	....	....	2739	.060	2740	.060	2741	.060	2742	.060	2–3–4– 6–7–8
1933–34	Flying Cloud 2S, 3S, 4S, 5S, to Engine 4S-3001, (3 3/8" Cyl. Dia.)	6	....	....	2731	See Note	2732	See Note	2733	See Note	2734	See Note	2–3–5–6
1934–36	Flying Cloud 4S, 5S, 6A, 6D; Royale 7S after Engine 4S-3001	6	2725 3210	See Note	2731	See Note	2732	See Note	2733	See Note	2734	See Note	2–3–5–6

☞2725 Babbitt-Lined is available .002, .010, .020 and .060 undersize.
3210 Copper Alloy Super Bearing is available .020 undersize.
2731, 2732, 2733, and 2734 are available .002, .020, and .060 undersize.

for REO BUS & TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width Comp. Rings	Number and Width Oil Rings	Piston Ring Set Numbers Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–39	FA, FC, FD, FE, FF, FH, GA, GB, GC, GCS, GE, GF, GFX, FAX, FCX, FDX, FEX, FFX, FHX, FKX, 1A4H, 1B4, 1B4Y, 1B7M, 1C4, 1C4HY, 1D4H, 1D4Y, 1L5H, 2B, 2B4, 2D, 2DR, 2D4, 2D4M, 2D4R, 2H, 2H5, 2J, 2JR, 2J5, 2K, 2KR, 2L, 2LA, 2LC4, 2LM, 1½-5 Ton; FB, GB, GBX, GCS, 2LM, 2L4, 2L7M, 2L7MF, Bus; DF, DF129, DF135 Tonner (for pistons with ¼" Oil Rings)	6	3 3/8	18–3/32	6–1/4	L851	4851		1851
1933–39	2LMH, 2L4H, 3H, 3HR, 3H5, 3HR5, 3J, 3JR, 3J5, 3JR5, 3K, 3KR, 3K5, 3KR5, 3LC, 3L6, 3M, 3MR, 2½-5 Ton; 2LMH, 2L4H, 2L7MH, 2L7MHF, 3L6, 3P7, Bus	6	3 5/8	12–3/32	6–5/32 6–3/16	L859	4859		1859
1933	2B; 2D	6	3 3/8	12–1/8	6–1/8 6–3/16	L250	4250		550

(Continued on next page)

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for REO BUS & TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1935–39	1A4, 1A4Y, 1A4Z, 1C4, 1C4Y, 1C4Z, 1L5, 1LC5, 6AP, 650, 650L, 675, ½-1½ Ton; 1L5, 1LC5, Bus	6	3 3/16	18–3/32	6–1/4	L857	4857		1857
				18–1/8	6–3/16	L1480	5480		2480
1935–39	450, 450L, 475, 475L, ½-¾ Ton	4	3 3/16	12–3/32	4–1/4	L850	4850		1850
1936–39	3L6H, 3L6HW, 4H5, 4J5, 4K5, 4WH5, 3-4 Ton; 3L6H Bus (Buda K428):	6	4 3/8						
	For 3-Ring Pistons			12–1/8	6–3/16	L1437	5437		2437
	For 4-Ring Pistons			18–1/8	6–1/4	L1286	5286		2286
				Chrome Rebore-Rebuild Set C5286					
	For 4-Ring Pistons with Two 3/16" Oil Rings			12–1/8	12–3/16	L1438	5438		2438
	For 4-Ring Pistons with One 3/16" Oil Rings			18–3/16	6–3/16	L1357	5357		2357
1939–42	383T, 383TD, 385T, 385TD, 395T, 395TD, Buses (Reo GC361 Motor)	6	4 1/8	18–1/8	6–1/4	L935	4935		1935
				Chrome Rebore-Rebuild Set C4935					
1938	91MT Bus	6	3 1/2	18–3/32	6–1/4	L830	4830		1830
1940–41	19A, 19B, 19C, 1½ Ton (Reo GC228 Motor)	6	3 3/8						
	For Early Type Piston			18–3/32	6–1/4	L1057	5057		2057
	For Late Type Piston			18–1/8	6–3/16	L2575	42575		12575
1940–48	19A, 19AT, 19B, 19BHS, 19C, 19CHS, 19XAS, 20A, 20B, 20BHS, 20C, 20XHS, 21A, 21B, 21C, 21T, 22A, 22B, 22C, 2-3 Tons (Reo GC245, GC288 Motors)	6	3 1/2						
	For Early Type Piston			18–3/32	6–1/4	L830	4830		1830
	For Late Type Piston			18–1/8	6–3/16	L874	4874		1874
				Chrome Rebore-Rebuild Set C4874					
1940–48	21BHHS, 21XHHS, 22B, 22C, 22L, 22T, 23A, 23B, 23C, 23R; 123, 384P, 394T, 394TD, 422 Bus (Reo GC310 Motor)	6	3 5/8						
	For Early Type Piston			18–3/32	6–1/4	L950	4950		1950
	For Late Type Piston			18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set			C4847		
1941–43	25, 381, 404 (Wauk. 6MZR); 23BHRS, 4x2, 5 Ton. (Wauk. MLR):	6	4 1/4	18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1941–43	27, 517 (Wauk. 6SRKR):	6	4 5/8	18–5/32	6–3/16		4471		771
1942–43	23H (Wauk. 6MKR):	6	4 1/8	18–1/8	6–3/16	L458	4458		758
1946–47	23B, 23L, 23T (Cont. B6371)	6	4 1/8	18–1/8	6–1/4 6–3/16	L390	4390		690
1944–48	25B, 25BL, 25BT, 25L, 25T, 25TL, 256; Trucks: 96HT, 96HTD Buses (Cont. T6427)	6	4 5/16	18–1/8 6–3/16	6–1/4	L391	4391		691
1948	31A, 31B, 316 (Cont. R6602)	6	4 7/8	18–3/32	6–1/4 6–3/16		42580		12580
1948	30A, 30B (Cont. R6513)	6	4 1/2	18–3/32	6–1/4 6–3/16	L2563	42563		12563

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1935–39	1A4, 1A4Y, 1A4Z, 1C4, 1C4Y, 1C4Z, 1L5, 1LC5, 6AP, 650, 650L, 675, 675L, ½-1½ Ton; 1L5, 1LC5, Bus; 6 cyl.; 450, 450L, 475, 475L, ½-¾ Ton, 4 cyl.	T-Slot	3 3/16	PX-22

for REO BUS & TRUCK

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1932–36	BN, 1B, 1BR, 1BY; 1B4 to Serial 14001; 1B4M, 1B4R, 1B4Y, 1D, 1DR; 1D4 to Serial 22154; 1D4M, 1D4R, SP4, ½-2½ Ton (Reo 3⅛" Motor)	6	3⅛	2–3/32	1–5/32 1–3/16	P-173AX	W-9229	LR-13	WB-1803 2 Used
1932–39	DFX, FAX, FCX, FDX, FEX, FFX, FHX, FKX, GA, GB, GC, GCS, 1½-3 Ton; FB, GBX, GCS, Bus; All after Engine CF-22585; 1A4H, 1A4HY, 1B4, after Serial 14001; 1B4H, 1B4Y, 1B4Z, 1B7M, 1B7MY, 1C4, 1C4H, 1C4HY, 1D4 after Serial 22154; 1D4H, 1D4Y, 1D4Z, 1L5H, 2B, 2B4, 2B4Z, 2B4R, 2B7M, 2D, 2DR, 2DH, 2D4, 2D4M, 2D4MH, 2D4R, 2D4Z, 2H, 2HR, 2H5, 2H5Z, 2J, 2JR, 2J5, 2J5Z, 2K, 2KR, 2L, 2L4, 2LC4, 2LM, 1½-5 Ton; 2LM, 2L4, 2L7M, 2L7MF, Bus (Reo 3⅜", 6 cyl. Motor); 3L8, 4H, 4H5, 4J, 4K, 4M, 4WH, 4WJ, 4WK, 4WM, 4-6 Ton; 3L8 Bus (Reo 3⅜", 8 cyl. Motor)	6–8	3⅜	3–3/32	1–¼	P-213AX	W-9163	LR-13	WB-1803 2-Used
	☛ Pistons of various designs and Ring Groove sizes have been used as Original Equipment for the above models. Before ordering Rings only, be certain of the quantity and size of rings required. P-213AX is a Late Design T-Slot Cam Ground Original Type Piston.								
1933–39	2LMH, 2L4H, 3H, 3HR, 3H5, 3J, 3JR, 3J5, 3JR5, 3K, 3KR, 3K5, 3KR5, 3LC, 3L6, 3M, 3MR, 2½-5 Ton; 2LMH, 2L4H, 2L7MH, 2L7MHF, 3L6, 3P7, Bus. (Reo 3⅝" Motor)	6	3⅝	2–3/32	1–5/32 1–3/16	P-178AX	W-9264	LR-13	WB-1803 2-Used
1935–39	1A4, 1A4Y, 1A4Z, 1C4, 1C4Y, 1C4Z, 1L5, 1LC5, 6AP, 650, 650L, 675, 675L, ½–1½ Ton; 1L5, 1LC5, Bus. (Reo 3 3/16", 6 cyl. Motor) 450, 450L, 475, 475L, ½-¾ Ton. (Reo 3 3/16", 4 cyl. Motor)	4–6	3 3/16	3–3/32	1–¼	P-222AX	W-9295	LR-53	WB-1877
				3–⅛	1–3/16	P-1240X	W-9374	LR-4	WB-1877
	☛ P-173AX, P-178AX and P-222AX are T-Slot Cam Ground Original Type Pistons.								
1938	91MT Bus	6	3½	3–3/32	1–¼	P-265AX	W-9350	LR-13	WB-1803 2-Used
	☛ P-265AX is a T-Slot Cam Ground Original Type Piston.								
1940–41	19A, 19B, 19C, 19R, 1½ Ton, 119 Bus. (Reo GC228 Motor)	6	3⅜	3–3/32	1–¼	.....	W-9163	.....	.....
1940–48	19A, 19AT, 19B, 19BHS, 19C, 19CHS, 19XHS, 20A, 20B, 20BHS, 20C, 20XHS, 21A, 21B, 21C, 21R, 21T, 22A, 22B, 22C, 22R, 2-3 Ton. (GC245, GC288 Motors)	6	3½	3–3/32	1–¼	.....	W-9350	.....	.....
1940–48	21BHHS, 21XHHS, 23A, 23B, 23C, 23R, 2½-4 Ton; 123, 384P, 394T, 394TD Buses. (Reo GC310 Motor)	6	3⅝	3–3/32	1–¼	.....	W-9264	LR-13	.....
1941–46	25, 381, 404 (Wauk. 6MZR); 23BHRS, 4X2, 5 Ton. (Wauk. MLR)	6	4¼	3–⅛	1–3/16	P-1242X	W-9371	Plug	WB-1847
				3–⅛	1–3/16	P-303AX	W-9371	Plug	WB-1847
	☛ P-303AX is a Heavy Duty Aluminum Piston.								
1941–46	27, 517 (Wauk. 6SRKR)	6	4⅝	3–5/32	1–3/16	.....	W-9281	Plug	WB-1928
				3–5/32	1–3/16	P-242ARX	W-9396	LR	WB-1928
	☛ P-242ARX is a Heavy Duty Aluminum Piston.								
1942–46	23H. (Wauk. 6MKR)	6	4⅛	3–⅛	1–3/16	P-1163X	W-9247	Plug	WB-1847 WB-1905
				3–⅛	1–3/16	P-243AX	W-9247	Plug	WB-1847
	☛ P-243AX is a Heavy Duty All-Aluminum Piston.								

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for REO BUS & TRUCK

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1932–34	1B,1BR,1BY,1D,1DR,1-1½Ton;BN, ¾ Ton; (Reo 3⅛x5 Motor); 2B, 2D, 2H, 2J, 2K, 2L, 2DR, 2-3 Ton; (Reo 3⅜x5 Motor); 3H, 3HR, 3J, 3JR, 3K, 3KR, 3M, 3MR, 3-3½ Ton, (Reo, 3⅜x5 Motor).....	6							
	(Valves 6 7/16" Long with Double Keeper Groove. Used in 3⅛" Motors after No. SA-2304 and BN-517; 3⅜" Motors after No. SB-943; 3⅝" Motors after No. SC-301.....		V-931	V-932N	G-52	G-52	VS-261	VS-261	VK-84
1933–36	3L8, 4H, 4H5, 4J, 4K, 4M, 4WH, 4WJ, 4WK, 4WM, 4-6 Ton; 3L8 Bus (Reo 3⅜", 8 cyl. Motor).....	8	.....	V-932N	G-52	G-52	VS-261	VS-261	VK-84
1935–39	BN, S4P, 1B, 1BY, 1B4 to Serial 14001; 1BY4, 1B4M, 1B4R, 1D; 1D4 to Serial 22154; 1D4M, 1D4R, ½-2½ Ton. (Reo 3⅛x5 Motor); 1B4H, 1D4H, 2B, 2B4 to Serial 8054; 2B4R, 2B4Z; 2B7M to Serial 253; 2D, 2D4 to Serial 15770; 2D4M to Serial 108; 2D4MH, 2D4R, 2D4Z, 2H, 2HR, 2H5, 2H5Z to Serial 2364; 2J, 2JR, 2J5, 2J5Z to Serial 2857; 2K, 2KR, 2L, 2LM, 2L4 to Serial 5720; 2LC4, 1½-4 Ton; 2LM, 2L4, 2L7M to Serial 169; 2L7MF to Serial 173; Bus, (Reo 3⅜x5 Motor); 91MT, Bus, (Reo 3½x5 Motor); 2LMH, 2L4H to Serial 5720; 3H, 3HR, 3H5, 3HR5 3J, 3JR, 3J5, 3JR5, 3K, 3KR, 3K5, 3KR5, 3LC, 3M, 3MR, 2½-5 Ton; 2L4H, 2L7MH to Serial 154; 2L7MHF to Serial 154; 3L6, 3P7, Bus, (Reo 3⅝x5 Motor) (Valves 6 7/16" Long with Double Keeper Groove: 11/32" Stem Dia.).....	6	V-931	V-932N	G-52	G-52	VS-261	VS-261	VK-84
1935–36	1A4 to Serial 6554; 1A4Y; 1C4 to Serial 6249; 1C4Y; 1L5 to Serial 216; 6AP, ½-1½ Ton; 1L5 to Serial 216, Bus. (Reo 3 3/16" Motor) (Valves 5 9/64" Long with 5/16" Dia. Drilled Stem).....	6	V-1026	V-1027N	G-306	G-306	.....	.....	VK-41
1936–38	1A4H to Serial 2466; 1A4HY; 1B4 Serial 14001 to 17435; 1B4Y, 1B4Z, 1B7M, 1B7MY; 1C4H to Serial 2694; 1C4HY; 1D4 Serial 22154 to 27633; 1D4Y, 1D4Z, 1L5H; 2D4M after Serial 108; 1½-2 Ton. (Reo 3⅜x4¼ Motor) (Valves 6 1/16" Long with Double Keeper Groove; 11/32" Stem Dia.).....	6	V-1037	V-1038N	.....	.....	VS-261	VS-261	VK-84
1936–39	3L6H, 3L6HW, 4H5, 4J5, 4K5, 4WH5, 3-4 Ton; 3L6H, 3L6HW, Bus. (Buda K-393, 4 3/16" Motor and K428, 4⅜" Motor).....	6	.....	.....	G-190	G-191	.....	.....	VK-74
1936–39	1A4 after Serial 6554; 1A4Y, 1A4Z; 1C4 after Serial 6249; 1C4Y, 1C4Z; 1L5 after Serial 216; 1LC5, 6AP, 650, 650L, 675, 675L, ½-1½ Ton; 1L5 after Serial 216; 1LC5 Bus. (Reo 3 3/16" Motor).....	6	V-1026	V-1027N	G-306	G-306	VS-346	VS-346	VK-41
1937–39	450, 450L, 475, 475L, ½-¾ Ton. (Reo 3 3/16" 4 cyl. Motor).....	4	V-1026	V-1027N	G-306	G-306	VS-339	VS-339	VK-147
1938–41	1A4H after Serial 2466; 1A4HY; 1B4 after Serial 17435, 1B4Y, 1B4Z, 1B7M, 1B7MY; 1C4H after Serial 2694; 1C4HY, 1D4, after Serial 27633; 1D4Y, 1D4Z, 19A, 19B, 19C, 1½ Ton (Reo "GC228" 3⅜x4¼ Motors), 20A, 20B, 20C, 21A, 21B, 21C, 2-2½ Ton. (Reo "GC245" 3½x4¼ Motor) (Valves 6" Long with Single Keeper Grooves; ⅜" Stem Dia.).....	6	V-1225	V-1226N	.....	.....	VS-261	VS-261	VK-149

(Continued on next page)

for REO BUS & TRUCK

VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1938–41	1B4H, 1D4H; 2B4 after Serial 8054; 2B4Z, 2B7M after Serial 253; 2D4 after Serial 15770; 2D4Z; 2H5Z after Serial 2364; 2J5Z after Serial 2857; 2L4 after Serial 5720; 2L4H after Serial 5720; 2-2½ Ton; 2L7M after Serial 169; 2L7MF after Serial 174; Bus. (Reo 3⅜x5 Motor); 2L7MH after Serial 154; 2L7MHF after Serial 154 Bus. (Reo 3⅝x5 Motor); 22A, 22B, 22C, 3 Ton. (Reo "GC288" 3½x5 Motor) 23A, 23B, 23C, 3½ Ton. (Reo "GC310" 3⅝x5 Motor) 21BHHS, 21XHHS, 4x2, 2½ Ton (Valves 6 7/16" Long with Single Keeper Groove; ⅜" Stem Dia.)	6	V-1227	V-1228N	.....	G-355	VS-261	VS-261	VK-149
1941–46	23H, 25, 381, 404, 23BHRS, 4x2, 2½ Ton. (Wauk. 6MZR, 6MKR, 6MLR Motors)	6	V-1322	V-1323N	G-187	G-187	VS-187	VS-187	VK-44
1941–46	27, 517 (Wauk. 6SRKR)	6	V-986	V-1289N	G-186	G-186	VS-180	VS-180	VK-44

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1931–33	1A, 1AY, 1C, 1-1½ Ton. (Buda H205, 3 13/16" Motor)	4	....	....	2408	.090†	2409	.090†	2410	.090†	2411	.090†	2–4
1931–38	1931-32, 4H, 4J, 4K, 4 Ton, (Buda K381, 4⅛" Motor); 1936-38, 3L6H, 3L6HW, 4H5, 4J5, 4K5, 4WH5, 3-4 Ton; 3L6H, 3L6HW Bus. (Buda 393, 4 3/16" Motor, and K428, 4⅜" Motor)	6	....	....	2503	.090†	2504	.090†	2505	.090†	2506	.090†	2–3–5–6
1933–36	3L8, 4H, 4H5, 4J, 4K, 4M, 4WH, 4WJ, 4WK, 4WM, 4-6 Ton; 3L8 Bus. (Reo 3⅜", 8 cyl. Motor)	8	....	....	2739	.060	2740	.060	2741	.060	2742	.060	2–3–4–6–7–8
1933–39	2B, 2D, 2H, 2J, 2K, 2-3 Ton after Engine SB-674; 1A4H, 1A4HY, 1B4, 1B4H, 1B4Y, 1B4Z, 1B7M, 1B7MY, 1C4H, 1C4HY, 1D4, 1D4H, 1D4Y, 1D4Z, 1L5H, 2B4, 2B4R, 2B4Z, 2B7M, 2DR, 2D4, 2D4M, 2D4MH, 2D4R, 2D4Z, 2HR, 2H5, 2H5Z, 2JR, 2J5, 2J5Z, 2KR, 2L4, 2LC4, 1-4 Ton; 2LM, 2L4, 2L7M, 2L7MF, Bus, (Reo 3⅜" Motor); S4P, 1B4, 1B4M, 1B4R, 1D4, 1D4M, 1D4R, ½-2½ Ton, (Reo 3⅛" Motor); 91MT Bus. (Reo 3½" Motor); 2LMH, 2L4H, 3H, 3HR, 3H5, 3HR5, 3J, 3JR, 3J5, 3JR5, 3K, 3KR, 3K5, 3KR5, 3LC, 3L6, 3M, 3MR, 2½-5 Ton; 2LMH, 2L4H, 2L7MH, 2L7MHF, 3L6, 3P7, Bus. (Reo 3⅝" Motor)	6	2725 3210	See Note	2731	See Note	2732	See Note	2733	See Note	2734	See Note	2–3–5–6
	☛ 2725 and 3210 are for use in motors having insert type Rod Bearings built since 1934. Earlier motors had Cast-in-Rod Bearings. 2725, Babbitt-Lined, is available .002, .010, .020, and .060 undersize. 3210 Copper Alloy Super Bearing is available .020 undersize. 2731, 2732, 2733, and 2734 are available .002, .020 and .060 undersize.												
1935–39	1A4, 1A4Y, 1A4Z, 1C4, 1C4Y, 1C4Z, 1L5, 1LC5, 6AP, 650, 650L, 675, 675L, ½-1½ Ton; 1L5, 1LC5, Bus (Reo. 3 3/16" Motor)	6	2766 For rods No. 1–3–5. 2767 For rods No. 2–4–6.		2691	See Note	2692	See Note	2693	See Note	2692	See Note	3
	☛ 2766, 2767 are available .002, .010 and .060 undersize. 2691, 2692 and 2693 are available .002, .020 and .060 undersize.												
1937–39	450, 450L, 475, 475L, ½-¾ Ton, (Reo 3 3/16", 4 cyl. Motor)	4	2766 For rods No. 1-3. 2767 For rods No. 2-4.		2691	See Note	2935	See Note	2693	See Note	....	....	.....
	☛ 2766, 2767 are available .002, .010, and .060 undersize. 2691, 2693 and 2935 are available .002, .020 and .060 undersize.												

(Continued on next page)

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for REO BUS & TRUCK

MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1940–45	383, 385P, 385T Buses (361 Engine)	6	3502	See Note	3503	.090	3504	.090	3506	.090	3505	.090	2–3–5–6
	☛3502 is available .002, .010, .020 and .090 undersize.												
1940–47	19A, 19AT, 19B, 19C, 20A, 20B, 20C, 21A, 21B, 21C, 22A, 22B, 22C, 22L, 22T, 23A, 23B, 23C, 21BHHS, 21XHHS, 4X2, 1½-4 Ton (Reo GC228, GC245, GC288, GC310 Motors)	6	3272	See Note	3273	See Note	3274	See Note	3275	See Note	3276	See Note	2–3–5–6
	☛3272, 3273, 3274, 3275 and 3276 are available .002, .010, .020, and .090 undersize.												
1941–46	25, 381, 404, 21BHRS, 4X2, 5 Ton	6	Use Parts Listed for Waukesha 6MZR Motor.										
1941–46	27, 517	6	Use Parts Listed for Waukesha 6SRKR Motor.										
1944–46	25VBS, 25VXS, 96HDT. (Cont. B6427 Eng.)	6	3453	.060	3450	.060	3455	.060	3456	.060	3457	.060	2–3–5–6
1948	30A, 30B, 31A, 31B. (Cont. R6513, R6602 Eng.)	6	3496	See Note	....	....	....	....	....	....	....	....	.....
	☛3496 Copper Alloy Super Bearing is available .060 undersize.												

★Bearings marked † are supplied only in undersize and NOT in standard size.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1938–39	450 after Serial 407; 450L after Serial 170; 475 after Serial 118; 475L after Serial 169, (Reo 3 3/16", 4 cyl. Motor); 650 after Serial 659; 650L after Serial 728; 675 after Serial 141; 675L after Serial 519; 1A4 after Serial 9276; 1C4 after Serial 8936; 1L5 after Serial 2317; 1A4Z, 1C4Z, ½ to 1½ Ton. (Reo 3 3/16", 6 cyl. Motor) Threaded Pump Shaft	4–6	.....	PA-232	.....

for ROCK ISLAND TRACTOR

MOTOR PARTS

☛After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1928–36	F (18-35)	4	4½	Buda YRA

for ROSS-CARRIER TRUCK

MOTOR PARTS

☛After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–36	12AX, 12X, 120X, 5-6T; 12AXS, 120X, 12KS, 12XB, 12BX, 12CX, 12DX, 12KX, 5-7½T	4	4 1/4	Cont. S10-S12
1932–36	12AXS, 5T; 120X, 6T; 12DX, 7T; 12BX, 12KX, 7½T	6	3 7/8	Continental E601

for SCHACHT BUS & TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–35	20H, 20HA, 25H, 25HA, 28H, 28HA, 30, 30H, 30HA, 1¼-6 Ton (Herc. WXC):	6	4						
	Iron Pistons			18–3/16	6–3/16	L1120	5120		2120
	Aluminum Pistons			18–1/8	6–3/16	L858	4858		1858
1930–38	25A, 25B, 35H, 35HA, 40, 125CU, 2½-7 Ton (Herc. WXC2):	6	4⅛						
	Iron Pistons			18–3/16	6–3/16	L1352	5352		2352
	Aluminum Pistons			18–1/8	6–3/16	L458	4458		758
1931–38	66A, 66H, 66HA, TRDB, 2-15 Ton (Herc. RXC):	6	4⅝						
	4-Ring Iron Pistons			18–3/16	6–3/16		5330		2330
	5-Ring Aluminum Pistons			24–1/8	6–3/16		4921		1921
1931–36	40H, 40HA, 40HB, 21R428, 21X-428, 27R428T, TRD, 2-10 Ton (Herc. YXC):	6	4⅜						
	Iron Pistons			18–3/16	6–3/16	L1357	5357		2357
	Aluminum Pistons			18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1931–38	HA, TR, TRA, TRCU, TRD, TRDA, TRH, TRHA, 40A, 2-15 Ton (Herc. YXC3):	6	4⅝						
	Iron Pistons			18–3/16	6–3/16		5330		2330
	Aluminum Pistons			18–1/8	6–3/16		5362		2362
1934–35	10H, 15H, 15HA, 1-3½ Ton (Cont. 20C)	6	3⅜	12–1/8	6–1/8				
					6–5/32	L372	4372		672
1935–38	8A, 10A, 10B, 12A, 12B, 1-3 Ton (Herc. JXB)	6	3⅝	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1935–38	15A, 15B, 110CU, 115CU, 1½-3½ Ton (Herc. JXC):	6	3¾	18–1/8	6–3/16	L862	4862		1862
1935–38	18A, 18B, 20A, 20B, 120CU, 1¾-4½ Ton (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1935–38	28A, 28B, 35A, 128CU, 2½–7 Ton (Herc. WXC3):	6	4¼						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1937–38	75A, 11 Ton (Herc. HXB)	6	5	18–5/32	6–¼		5273		2273

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–34	Series 10, 15, 20, 20A, R16, 1-1½T; 20A, 2½T; 20, 2T; 10H, 10HA, 15H, 15HA, 1-3½T	6	3⅜	Continental 16C
1930–35	20H, 20HA, 1¼T; 25H, 25HA, 1½T; 28H, 28HA, 30, 30H, 30HA, 2T; 20HA, 2½-4T; 25HA, 3-4½T; 28HA, 4-5½T; 30HA, 4½-6T	6	4	Hercules WXC
1930–38	25B, 40, 2½-5T; 25A, 125CU, 3½-5½T; 35H, 35HA, 2½T; 35HA, 5-7T	6	4⅛	Hercules WXC2
1931–38	66H, 66HA, 3½T; 66A, 66HA, 8-11T; TRDB, 2 & 15T	6	4⅜	Hercules RXC
1931–36	40H, 40HA, 40HB, 2½-3T; 40H, 5-7T; 40HB, 7-9T; 21R428, 21X-428, 4½-5½T; 27R428T; TRD, 2 & 10 T	6	4⅜	Hercules YXC
1931–38	TRH, TRHA, TRD, TRDA, 2-3T; 40A, 6-8T; TR, HA, TRDA, 10-12T; TRA, TRCU, 12-15T	6	4⅝	Hercules YXC3
1934–35	10H, 15H, 15HA, 1-3½T	6	3⅜	Continental 20C
1935–38	8A, 10B, 1-1½T; 12B, 1-2T; 10A, 2T; 12A, 2-3T	6	3⅝	Hercules JXB
1935–38	15B, 1½-3½T; 15A, 110CU, 115CU, 2½-3½T	6	3¾	Hercules JXC
1935–38	18B, 20B, 1¾-4½T; 18A, 2½-4T; 20A, 120CU, 3-5T	6	4	Hercules JXD
1935–38	28B, 2½-5½T; 28A, 128CU, 4-5½T; 35A, 5-7T	6	4¼	Hercules WXC3
1937–38	75A, 11T	6	5	Hercules HXB

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for SHAW DU-ALL TRACTOR
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1934–40	Du-All, D4 (Briggs-Stratton Z Eng.)	1	3	2–1/8	1–3/16	L2534	42534		12534
1939–42	D2, H3, HD3 (Briggs-Stratton B & HB Engs.)	1	2 5/8	2–1/8	1–3/16	L2531	42531		12531
1939–40	D3 (Briggs-Stratton K Eng.)	1	2 3/4	2–1/8	1–3/16	L1092	5092		2092
1939–44	D5, HY5, RD5 (Briggs-Stratton ZH Eng.)	1	3	2–1/8	1–3/16	L2534	42534		12534
1939–40	RD6 (Wisc. AG Eng.)	1	3 1/2	2—1/8	1–3/16	L1095	5095		2095
1939–47	HY8, RD8 (Wisc. AH Eng.)	1	3 5/8	3–1/8	1–3/16	L465	4465		765
1941–46	A-1, A-2, H2 (Briggs-Stratton WM Eng.)	1	2	2–3/32	1–3/16	L2526	42526		12526

for SILVER KING TRACTOR
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1934–36	Plymouth 10-20; R38, R66 (Herc. IXA)	4	3	8–1/8	4–3/16	L833	4833		1833
1936–39	R38, R44, R60, R66, SR38 (Herc. IXB)	4	3 1/4	8–1/8	4–3/16	L1312	5312		2312
1940–41	R60, R66, R72, 340, 600, 660, 720 (Cont. F-4162):	4	3 7/16						
	For 4-Ring Piston with 3/16" Oil Ring Groove			12–1/8	4–3/16	L881	4881		1881
	For 4-Ring Piston with 1/4" Oil Ring Groove			12–1/8	4–1/4	L1482	5482		2482
	For 5-Ring Piston with 1/4" Oil Ring Groove			16–1/8	4–1/4	L1483	5483		2483
1940–43	380, 440, Four Wheel (Herc. IXB-3)	4	3 1/4	8–1/8	4–3/16	L1312	5312		2312
1940–48	440, 445, 446, 447, 448 Four Wheel; 345, 346, 347, 348 Three Wheel (Cont. F-162):	4	3 7/16						
	For Pistons with One 1/4" Oil Ring Groove			12–1/8	4–1/4	L1482	5482		2482
	For Pistons with One 3/16" Oil Ring Groove			12–1/8	4–3/16	L881	4881		1881
	For 5-Ring Pistons with 1/4" Oil Ring Groove			16–1/8	4–1/4	L1483	5483		2483

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1934–36	Plymouth 10-20; Silver King R38	4	3	Hercules IXA
1935	R66	4	3	Hercules IXA
1936–39	R44, R66, SR38	4	3 1/4	Hercules IXB
1940	380, 440	4	3 1/4	Hercules IXB3
1940–46	Three wheel	4	3 7/16	Continental F-162

for STERLING BUS & TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–39	DC-20, DC-26, DW-18, DW-20, DWS, EC-29, EW-27, FB-115, FBT-152, FC-100, FC-107, FC-120, FC-120S, FC-135, FCT-180, FD-97, FD-97S, FD-115, FD-140, FDT-180, FW-97S, FW-115, FW-140, FWS-140, GB-33, HC-100, HC-140, HCT-180, 64SRL, 3½-10½ Ton (Wauk. 6SRL):	6	4⅜	18–⅛	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1930–39	EC-35X, EC-60, EWS-40RB, FC-170, FCS-210, FCS-250, FCT-250, FD-115, FDS-200, FDT-250, FWS-200, HC-170, HC-185, HC-200, HC-250, HCS-210, HCT-250, 6-20 Ton (Wauk. 6RB)	6	5	18–5/32	6–3/16		4445		745
1931–34	FB-65, FB-65S, FB-70S, FB-80 Spec., FB-80S, FD-80, 2½-4 Ton (Wauk. 6ML):	6	4						
	For 3-Ring Pistons			12–3/16	6–3/16	L419	4419		719
	For 4-Ring Pistons			18–⅛	6–3/16	L848	4848		1848
1931–39	FB-80, FC-90, FC-100, FC-120, FD-90, FD-97, FS-90, FW-97, FW-100 (6 WH.), FWS-90 6 WH., FWS-100, 3½-5½ Ton (Wauk. 6MK)	6	4⅛	18–⅛	6–3/16	L458	4458		758
1932–36	DD-195, FC-100H, FC-135H, FCS-210H, FCT-180H, FCT-200H, FCT-250H, FD-97H, FD-115H, FD-195, FD-195H, FDT-180H, FDT-200H, FDT-250H, HC-100H, HC-140H, HC-170H, HCS-210H, HCT-180H, HCT-200H-HCT-250H, 5-18 Ton (Cummins-Diesel 6H):	6	4⅞						
	For 4-Ring Pistons			18–⅛	6–3/16		4947		1947
	For 5-Ring Pistons			18–⅛	12–3/16		4948		1948
1932–39	FB-80, FBT-152, FC-135, FD-90, FD-115, FD-152, FDT-152, HC-140, (6 WH.) 3½-10 Ton (Wauk. 6-110)	6	4	18–⅛	6–3/16	L848	4848		1848
1932–38	F, FC-135, FC-140, FC140F, FCT-200, FD-97, FD-115, FD-140, FD-140F, FDS-180, FDT200, HC-140, HCT-200 5-12½ Ton (Wauk. 6-125)	6	4⅜	18–⅛	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1935–36	FB-80D, FBT-152D, FC-100D, FCT-180D, FD-90D, FD-97D, FDT-180D, HC-100D, HCT-180D, 3½-10½ Ton (Wauk. (Diesel) 6D100)	6	4⅜	18–⅛	12–3/16	L448	4448		748
1935–36	FC-100D, FC-135D, FCT-200D, FD-97D, FD-115D, FDT-200D, HC-140D, HCT-200D, 5-12½ Ton (Wauk. (Diesel) 6D125)	6	4¾	18–⅛	6–⅛ 6–3/16		4449		749
1935–36	FC-135H, FCT-200D, FCT-250D, FD-115D, FDT-200D, FDT-250D, HC-140D, HC-170D, HCS-210D, HCT-250D, 6-18 Ton (Wauk. (Diesel) 6D140)	6	5	18–⅛	6–⅛ 6–3/16		4450		750
1935–38	FB-50, FB-60, FB-70, FBT-130, FC-90, FD-70, DeLuxe 2-8 Ton (Wauk. 6BK):	6	3¾						
	For Iron Pistons			18–⅛	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–⅛	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					

(Continued on next page)

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for STERLING BUS & TRUCK
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1935–39	FBT-152-2C, FC-95, FC-100, FD-95, FWS-152, HC-100, 4½-10 Ton (Wauk. 6MZ):	6	4¼						
	For 4-Ring Iron Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
	For 3-Ring Iron Pistons			12–3/16	6–3/16	L456	4456		756
1936–39	CDW-1, CEW-1, FB-60WH, FB-70WH, FBT-130WH, FC-90WH, FCW-1, GCW-1, 2½-8 Ton (Wauk. (Diesel) 6BKH)	6	3¾	18–1/8	6–3/16	L862	4862		1862
1936	FB-70A, FB-80A, FBT-130A, FBT-152A, FC-90A, FD-90A, 3-10 Ton (Cummins-Diesel 6AA)	6	3¾	18–1/8	6–3/16	L862	4862		1862
1937–38	FD-140, 7-8 Ton (Wauk. 6SRK):	6	4⅝						
	For 3-Ring Pistons			12–¼	6–¼		4470		770
	For 4-Ring Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771
1940–42	MB-75, MB-85, MC-87 (Wauk. 6BZ):	6	4	18–1/8	6–3/16	L848	4848		1848
1940–42	MB-90, MC-96, MD-96 (Wauk. 6MKR):	6	4⅛	18–1/8	6–3/16	L458	4458		758
1940–43	HBT-128, HC-105, HD-105, HWS-128, HWS-140, JB-90 (Wauk. 6MZR):	6	4¼						
	For 4-Ring Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
	For 3-Ring Iron Pistons			12–3/16	6–3/16	L456	4456		756
1940–42	HC-115, HD-110, HD-115 (Wauk. 6SRLR)	6	4⅜	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1940–47	DD-115, HC-115, HC-144, HC-145, HC-147, HC-156, HC-165, HC-175, HCS-235, HD-115, HD-145, HD-165, HD-175, HWS-140, HWS-149, HWS-160, HWS-235S, JC-115, JC-137, JC-145, JD-135, JD-137, JE-115, JWS-160, (Wauk. 6SRKR):	6	4⅝						
	For 3-Ring Iron Pistons			12–¼	6–¼		4470		770
	For 4-Ring Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771
1940–42	HC-185, HC-200, HC-250, HCS-255, HCS-265, HCS-297, HCS-330 (Wauk. 6RBR)	6	5	18–5/32	6–3/16		4445		745
1942–43	HC-175, HCS-235, HD-175, HWS-235 (Wauk. 145GS)	6	4¾	18–3/16	6–¼				*12543
1942–47	HC-175, HC-185, HC-200, HC-250, HC-265, HC-297, HC-330, HCS-265, HCS-297, HCS-230, HWS-235 (Wauk. 145GK)	6	5¼	18–3/16	6–¼				*12542
1944–46	HD115 (Cont. R6513)	6	4½	18–3/32	6–¼ 6–3/16	L2563	42563		12563
1944–47	DD-145H, HC-115H, HC-165H, HC-175H, HC-250H, HCS-195H, HCS-265H, HCS-297H, HCS-330H, HD-115H, HD-145H, HDS-160H, HWS-160H, HWS-160HS, HWS-235H, RWS-160H (Cummins-Diesel HB600):	6	4⅞						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1944–47	HC-195, HCS-195 Wauk. (140GK)	6	4½	18–1/8	6–3/16	L497	4497		797

NOTE: *Sets No. 12542, 12543 Contain Keystone Rings for all grooves.

for STERLING BUS & TRUCK
MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1928–34	EC29-46 & 66, 66A, 6-7½T; EW27-64AB, 7-8½T; EWS-36AB, 8½-9½T; EC29-66AB, EC35-66A, EC35-66AB, 5½-12T; FC145, 3½-8½T; FD170, FW170, 7½-10½T; FDS180, FWS180, FCS180, 6 wh., 8-10T	6	4½	Waukesha 6AB
1929–39	FC-107, FD-115, FW-115, FD-97S, FW-97S, 3½-5T; DW18, DC20, 3½-5½T; DW20, 5-6T; FD-140, FW-140, FB-115, FC-100, FC-135, FD-97, FD-115, FW-115, FC107, HC-100, 4-8T; DC26, GB33, 64SRL, 5½T; EW-27, 5½-6T; FWS-140, 6 wh., 6T; FW-97S, HC-140, FC-120S, 7-8T; DWS, EW27, DC26, 7-8½T; FBT152, 8-10T; EC29, 8½-10T; FCT180, FDT180, HCT180, 10-10½T	6	4⅜	Waukesha 6SRL
1930–34	FB, ¾-2T; FB30, 1-1½T; FB35, 1½-1¾T; FB40, 1½-2 T; FB50, 2-2½T	6	3⅜	Continental 25A
1930–39	FD115, 6-7T; EWS-40RB, 10-11T; FC-170, HC-170, 7½-10½T; FWS-200, FDS-200, FCS-210, 10-12T; FDT250, FCT250, HCT250, 16-16½T; EC35X, EC60, 18-20T, FCS210, HCS210, 12-18T; HC185, HC200, HC250, 10-18T	6	5	Waukesha 6RB
1931–34	FD-80, 3-4T; FB65, FB65S, FB70, S, 2½-3T; FB80 Spec., FB80S, 3-4T	6	4	Waukesha 6ML
1931–39	FS-90, FWS90, 6 wh., FC-100, 3½T; FB80, FD-97, FW-97, 3½-5T; FC-120, FWS-100, FC-90, FD-90, FD-97, FW-97, 4-5T; FC-100, 5-5½T; FC-120, 4-7T; FW-100, 6 wh. 4 T	6	4⅛	Waukesha 6MK
1932–34	FB60, DeLuxe, FB60S, 2½-3T	6	3⅜	Waukesha 6TL
1932–36	FC100H, HC100H, FD97H, 5-6T; FD115H, FC135H, 6-7T; HC140H, 7-8T; HC170H, 9-10T; FCT180H, FDT180H, HCT180H, 10-10½T; DD195, FD195, FD195H, FCT200H, FDT200H, HCT200H, 12-12½T; FCS210H, HCS210H, 12-18T; FCT250H, FDT250H, HCT250H, 16-16½T	6	4⅞	Cummins (Diesel) 6H
1932–39	FB80, 3½-4½T; FD90, 4-5T; FBT152, 8-10T; 6 wh., FBT152, FC135, FD115, FD152, FDT152, HC140, 6 wh., 8-10T	6	4	Waukesha 6-110
1932–38	FD97, 5-6T; F, FDT200, FCT200, HCT200, 12-12½T; FD140, FD-140F, HC140, 7-8T; FC140, FC140F, 7-8½T; FC135, FD115, 6-7T; FDS180, 10-12T	6	4⅜	Waukesha 6-125
1935–36	FB80D, 3½-4½T; FD90D, 4-5T; FD97D, FC100D, HC100D, 5-6T; FBT152D, 8-10T; FCT180D, FDT180D, HCT180D, 10-10½T	6	4⅜	Wauk. (Diesel) 6D100
1935–36	FD97D, FC100D, 5-6T; FC135D, FD115D, 6-7T; HC140D, 7-8T; FCT-200D, FDT200D, HCT200D, 12-12½T	6	4¾	Wauk. (Diesel) 6D125
1935–36	FC135D, FD115D, 6-7T; HC140D, 7-8T; HC170D, 9-10T; FCT200D, FDT200D, 12-12½T; HCS210D, 12-18T; FCT250D, FDT250D, HCT-250D, 16-16½T	6	5	Wauk. (Diesel) 6D140
1935–38	FB50, FB60, FB70, DeLuxe 2-4T; FC90, 4-5T; FBT130, 7-8T; FD70, 3-4T	6	3¾	Waukesha 6BK
1935–39	FC95, FD95, 4½-5½ Ton; FC100, HC100, 5-6T; FBT152-2C, FWS152, 8-10T	6	4¼	Waukesha 6MZ
1936–39	FB60WH, 2½-3T; FB70WH, 3-4T; FC90WH, 4-5T; FBT130WH, 7-8T; FCW-1, GCW-1, CDW-1, CEW-1	6	3¾	Waukesha 6BKH
1936	FB70A, 3-4T; FB80A, 3½-4½T; FC90A, FD90A, 4-5T; FBT130A, 7-8T; FBT152A, 8-10T	6	3¾	Cummins (Diesel) 6AA
1937–38	FD140, 7-8T	6	4⅝	Waukesha 6SRK
1940–42	MB75, MB85, MC87	6	4	Waukesha 6BZ
1940–42	MB90, MC96, MD96	6	4⅛	Waukesha 6MKR
1940–43	JB90, HC105, HD105, HBT128, HWS128, HWS140	6	4¼	Waukesha 6MZR
1940–42	HC115, HD110, HD115	6	4⅜	Wauk. 6SRLR
1940–47	JC137, JC145, JD135, JD137, JE115, JWS160, JC115, HC115, HC144, HC145, HC147, HC156, HC165, HC175, HD145, HD165, HD175, JWS160, HWS140, HWS149, HWS235S, HCS235	6	4⅝	Wauk. 6SRKR
1940–47	HC185, HC200, HC250, HCS255, HCS265, HCS297, HCS330	6	5	Waukesha 6RBR
1942–47	HD175, HC175, HCS235, HWS235	6	4¾	Waukesha 145GS
1942–47	HC185, HC200, HC250, HC265, HC297, HC330	6	5¼	Waukesha 145GK
1944–47	HC115H, HC165H, HC175H, HCS195H, HCS265H, HCS297H, HDS160H, HWS160H, HWS160HS, HWS235H, RWS160H	6	4⅞	Cummins Diesel HB600
1944–46	HC165H, HC175H	6	4⅞	Cummins Diesel HBD600
1944–47	HC195, HCS195	6	4½	Wauk. 140GK

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for STEWART TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1935–39	4COE, 49A, 49H, (3 Ton) (Wauk. 6BK):	6	3 3/4						
	For Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1935–39	1COE, 45AL, 48H, 50H (Wauk. 6BL):	6	3 1/2	18–1/8	6–3/16	L442	4442		742
1935–36	18XS, 58X, 3 1/2 Ton (Wauk. 6MK)	6	4 1/8	18–1/8	6–3/16	L458	4458		758
1936–39	"Buddy", 6H, Delivery, 60A, 3/4 Ton (Cont. F6170):	6	3						
	For Pistons with one 1/4" Oil Ring Groove			18–1/8	6–1/4	L1477	4477		2477
	For Pistons with one 3/16" Oil Ring Groove			18–1/8	6–3/16	L938	4938		1938
1939	40A, 3/4 Ton (Cont. F4162):	4	3 7/16						
	For 4-Ring Pistons			12–1/8	4–1/4	L1482	5482		2482
	For 5-Ring Pistons			16–1/8	4–1/4	L1483	5483		2483
1939	62A, 1 1/2 Ton (Cont. F6218):	6	3 1/4						
	For Pistons with one 3/16" Oil Ring Groove			18–1/8	6–3/16	L1326	5326		2326
	For Pistons with one 1/4" Oil Ring Groove			18–1/8	6–1/4	L1485	5485		2485
1939	2COE, 3COE, 47A, 50, 2-2 1/2 Ton (Wauk. 6BM)	6	3 5/8						
	For Steel Strut Alum. Pistons			18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
	For All Aluminum Pistons			6–1/8					
				12–1/4	6–3/16	L1321	5321		2321
1939	51A, 3 Ton (Cont. E602):	6	4 1/8						
	For 4-Ring Pistons			18–3/16	6–1/4	L1473	5473		2473
	For 5-Ring Pistons			18–1/8	6–1/4				
					6–3/16	L390	4390		690
1939–43	58A, 59A, 3 1/2 Ton (Wauk. MZR):	6	4 1/4						
	For 3-Ring Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1941–43	38A, 38B (Wauk. 6SRKR):	6	4 5/8						
	For 3-Ring Pistons			12–1/4	6–1/4		4470		770
	For 4-Ring Pistons			18–5/32	6–3/16		4471		771
1941–43	49A, 49B, 4COE (Wauk. 6BZ)	6	4	18–1/8	6–3/16	L848	4848		1848
1946	47B, (Wauk 6BM)	6	3 5/8						
	For Steel Strut Alum. Pistons			18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
	For All-Aluminum Pistons			6–1/8					
				12–1/4	6–3/16	L1321	5321		2321

MOTOR PARTS

☞ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1930–36	35X, 3T; 29XS, 32X, 2-3T	6	3 3/4	Lycoming ASD
1931–36	38-8, 3 1/2-5T; 48-8, 3-3 1/2T	8	3 3/4	Lycoming AEC
1931–36	27XS, 7-8T; 31X, 5-6T	6	4 5/8	Waukesha 6SRK
1932–34	43X, 45X, 47H, 50X, 2-2 1/2T	6	3 5/8	Lycoming SB
1932–34	41X, 3/4T; 41XS, 1T	6	3 1/8	Lycoming SC
1932–34	41X, 3/4T; 41H, 41XS, 1T; 42X, 40XA, 44X, 46H, 1 1/2-1 3/4T	6	3 1/4	Lycoming SA
1932–35	58-8, 2 1/2-3T	8	3 3/8	Lycoming HF
1934–36	41H, 1T; 46H, 1 1/2T; 47H, 2T	6	3 3/8	Waukesha 6BA
1935–36	"Buddy", 40H, Delivery, 1/2 Ton	4	3 1/4	Waukesha FK
1935–39	49A, 4COE, 49H, 3T	6	3 3/4	Waukesha 6BK
1935–39	45AL, 48H, 50H, 1COE, 1 1/2-2 1/2T	6	3 1/2	Waukesha 6BL
1935–36	58X, 18XS, 3 1/2T	6	4 1/8	Waukesha 6MK
1936	38-8, 3 1/2-5T	6	3 3/4	Lycoming AEF
1936	32X, 3T	6	3 3/4	Lycoming ASE
1936–39	"Buddy", 6H, Delivery, 60A, 3/4 Ton	6	3	Cont. F6170
1939	40A, 3/4 Ton	4	3 7/16	Cont. F4162
1939	62A, 1 1/2 Ton	6	3 1/4	Cont. F2618
1939–46	47A, 47B, 50, 2COE, 3COE, 2-2 1/2 Ton	6	3 5/8	Waukesha 6BM
1939	51A, 3 Ton	6	4 1/8	Cont. E602
1939–46	58A, 58B, 59A, 59B, 3 1/2 Ton	6	4 1/4	Waukesha MZR
1941–46	38A, 38B	6	4 5/8	Wauk. 6SRKR
1941–46	49A, 49B, 4COE	6	4	Waukesha 6BZ

for STUDEBAKER, ERSKINE & ROCKNE
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–30	Studebaker: Commander 6, GK Motor; Dictator 6, GL Motor	6	3 3/8	24–1/8	6–3/16	L301	4301		601
1929–31	Studebaker: Dictator 8, 61 Commander 8, 70, 71, President 8, 82 (for Wide Strut Nelson Bohnalite Pistons only)	8	3 1/16	24–1/8	8–3/16	L315	4315		615
1932–33	Rockne 65, 10	6	3 1/8	18–1/8	6–3/16	L302	4302		602
1934–37	Dictator 6, A, 1A, 2A, 3A, 4A, 5A, 6A	6	3 1/4	12–1/8	6–3/16	L245	4245		545
1934–45	Studebaker: Commander 8, B, 1B; President 8, C, 1C, 2C, 3C, 4C, 5C, 6C, 7C, 8C	8	3 1/16	16–1/8	8–3/16	L247	4247		547
1938–39	Studebaker: Six 7A; Commander 6, 8A, 9A to Engine H81-540	6	3 5/16	12–1/8	6–3/16	L246	4246		546
1939–48	Studebaker: Commander 6, 9A after Engine H81-540; 10A, 11A, 12A, 14A, 15A	6	3 5/16	12–3/32	6–3/16	L334	4334		634
1939–48	Champion G, 2G, 3G, 4G, 5G, 6G, 7G	6	3	6–3/32 6–1/8	6–5/32	L269	4269		569

☛ Ring Sets No. L269, No. 4269, No. 569 should not be used in pistons with top groove depth of less than .157".

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1934–37	Dictator 6, A, 1A, 2A, 3A, 4A, 5A, 6A, 6 cyl.	T-Slot	3 1/4	PX-38
1934–46	Commander 8, B, 1B; President 8, C, 1C, 2C, 3C, 4C, 5C, 6C, 7C, 8C, 8 cyl.	T-Slot	3 1/16	PX-40
1938–48	Six 7A; Commander 6, 8A, 9A, 10A, 11A, 12A, 14A, 15A, 6 cyl.	T-Slot	3 5/16	PX-38
1939–48	Champion G, 2G, 3G, 4G, 5G, 6G, 7G, 6 cyl.	T-Slot	3	PX-44

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1929–33	Dictator 8, after Engine FC-11800; Dictator 8, 61, 62; Commander 8, 70, 71, 73; President 8, 82	8	3 1/16	3–1/8	1–3/16		W-9019		

CAUTION

A narrow groove in the upper part of the cylinder in 1932-34 eight cylinder Studebaker models makes it impossible to install a ring containing steel segments, because the segmental ring will catch in the groove in the top of the cylinder and lock the piston.

1930–33	Six 53, 54, 55, 56; Rockne 1932, 75	6	3 1/4	3–1/8	1–3/16		W-9343	Osc.	WB-1788
1934–37	Dictator 6, A, 1A, 2A, 3A, 4A, 5A, 6A	6	3 1/4	2–1/8	1–3/16	P-150AX	W-9343	Osc.	
1934–45	Commander 8, B, 1B; President 8, C, 1C, 2C, 3C, 4C, 5C, 6C, 7C, 8C	8	3 1/16	2–1/8	1–3/16	P-149AX	W-9019	Osc.	

☛ Complete Sets of Aluminum Piston P-149AX must be used when replacing Iron Pistons in 1942 Motors.

1938–39	Six 7A; Commander 6, 8A, 9A to Engine No. H81-540	6	3 5/16	2–1/8	1–3/16	See Note	W-9343	Osc.	

☛ NOTE: To replace Pistons use P-305AX in Complete Sets. (6)

(Continued on next page)

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for STUDEBAKER-ERSKINE & ROCKNE

PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1939–46	Commander 9A after Engine No. H81-540; 10A, 11A, 12A	6	3 5/16	2–3/32	1–3/16	P-305AX	W-9343	Osc.	.....
	☛ Complete Sets (6) of Aluminum Piston P-305AX must be used when replacing Iron Pistons in 1942 Motors.								
1939–48	Champion G, 2G, 3G, 4G, 5G, 6G, 7G	6	3	1–3/32 or 1–1/8	1–5/32	P-279ARX	W-9356	Osc.	.....
	☛ Complete Sets (6) of Aluminum Piston P-279ARX must be used when replacing Iron Pistons in 1942 Motors.								
1947–48	Commander 14A, 15A	6	3 5/16	2–3/32	1–3/16	P-397AX	W-9415	Osc.	.....

☛ P-397AX, fitted with W-9415 Pin, is for use on all engines having Insert Bearing Type Connecting Rods.
P-397AX and P-305AX are identical except for the Pin.
P-149AX, P-150AX, P-279ARX, P-305AX and P-397AX are T-Slot Cam Ground Original Type Pistons.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1932–33	Six 55, 56; Rockne 1932, 75	6	V-1095-S Super Valve with Eatonite Face. V-828	V-829N	G-221	G-221	VS-79	VS-79	VK-78
1932–33	Dictator 8, 62; Commander 8, 71, 73; President 8, 82	8	V-824	V-825N	G-221	G-221	VS-79	VS-79	VK-78
1932–33	Rockne 65, 10	6	V-824	V-857N	G-234	G-234	VS-79	VS-79	VK-78
1934–35	Dictator 6, A, 1A, 2A to Engine D62-010	6	V-824	V-857N	G-234	G-234	VS-161	VS-161	VK-78
1934–35	Commander 8, B, 1B; President 8, C, 1C	8	V-824	V-825N	G-221	G-221	VS-161	VS-161	VK-78
1935	Dictator 6, 1A, 2A after Engine D62-010	6	V-824	V-857N	G-234	G-234	VS-301	VS-301	VK-78
1936	Dictator 6, 3A, 4A to Engine D67-348. (7/8" Inside Dia. Spring at Seat End)	6	V-824	V-857N	G-313	G-313	VS-301	VS-301	VK-78
1936	President 8, 2C to Engine B-8888. (7/8" Inside Dia. Spring at Seat End)	8	V-824	V-825N	G-221	G-221	VS-301	VS-301	VK-78
1936–48	Dictator 6, 3A, 4A after Engine D67-348; Dictator 6, 5A, 6A; Six 7A; Commander 6, 8A, 9A, 10A, 11A; 12A, 14A, 15A; (13/16" Inside Dia. Spring at Seat End)	6	V-824	V-857N	G-313	G-313	VS-303	VS-303	VK-78
1936–46	President 8, 2C after Engine B-8888; President 8, 3C, 4C, 5C, 6C, 7C, 8C; (13/16" Inside Dia. Spring at Seat End)	8	V-824	V-825N	G-221	G-221	VS-303	VS-303	VK-78
1939–48	Champion G, 2G, 3G, 4G, 5G, 6G, 7G	6	V-1235	V-1236N	G-360	G-360	VS-347	VS-347	VK-150

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
1931–32	Six 54; 55 to Engine S-52307	6	....	....	2609	.060	2610	.060	2611	.060	2610	.060	3
1933	Dictator 6, 56	6	....	....	2565	.060	2566	.060	2567	.060	2566	.060	3
1934	President 8, C	8	2701	See Note	....	....	....	....	....	....	....	....	.....

(Continued on next page)

for STUDEBAKER, ERSKINE & ROCKNE

MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1934–35	Dictator 6, A, 1A, 2A	6	....	....	2548	.060	2549	.060	2550	.060	2549	.060	3
	Camshaft Bearings	....	....	....	MB-85 See Note		MB-86 See Note		MB-88 See Note		MB-87 See Note		3
1935–41	Commander 8, 1B; President 8, 1C, 2C, 3C, 4C, 5C, 6C, 7C	8	2701	See Note	2702	.060	2703	.060	2704	.060	2705 2706	.060 .060	3–7 2–4–6–8
	☛2701 Copper Alloy Super Bearing is available .002, .010, .020 and .060 undersize.												
1936–42	Dictator 6, 3A, 4A, 5A, 6A; Six 7A; Commander 6, 8A, 9A, 10A, 11A, 12A	6	....	....	2728	See Note	2729	See Note	2730	See Note	2729	See Note	3
	Camshaft Bearings	....	....	....	MB-85 See Note		MB-86 See Note		MB-88 See Note		MB-87 See Note		3
	☛2728, 2729 and 2730 are available .002, .020, .030, and .060 undersize.												
1939–46	Champion G, 2G, 3G, 4G, 5G	6	....	....	2983	See Note	2984	See Note	2985	See Note	2984	See Note	3
	Camshaft Bearings	....	....	....	MB-81 See Note		MB-82 See Note		MB-84 See Note		MB-83 See Note		3
	☛2983, 2984 and 2985 are available .002, .010, .020, .030 and .060 undersize.												
1942	President 8, 8C	8	2701	See Note	2702	.060	2703	.060	3279	.060	2705 2706	.060 .060	3–7 2–4–6–8
	☛2701 Copper Alloy Super Bearing is available .002, .010, .020 and .060 undersize.												
1947–48	Commander 14A, 15A	6	3398	See Note	2728	See Note	2729	See Note	2730	See Note	2729	See Note	3
	Camshaft Bearings	....	....	....	MB-85 See Note		MB-86 See Note		MB-88 See Note		MB-87 See Note		3
	☛3398 is available in .002, .010, .020, .030 and .060 undersize. 2728, 2729 and 2730 are available .002, .020, .030 and .060 undersize.												
1947–48	Champion 6G, 7G	6	3397	See Note	2983	See Note	2984	See Note	2985	See Note	2984	See Note	3
	Camshaft Bearings	....	....	....	MB-81 See Note		MB-82 See Note		MB-84 See Note		MB-83 See Note		3
	☛3397 is available in .002, .010, .020, .030 and .060 undersize. 2983, 2984, and 2985 are available .002, .010, .020, .030, and .060 undersize. NOTE: MB-81, MB-82, MB-83, MB-84, MB-85, MB-86, MB-87 and MB-88 are Precision Type Camshaft Bearings.												

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1932–35	1934–35, Dictator 6, A, 1A, 2A; Rockne 1932-33, 65, 10	6	.....	PA-178	.....
1934–37	Commander 8, B, 1B; President 8, C, 1C, 2C, 3C	8	.....	PA-257	.....
1936–37	Dictator 6, 3A, 4A, 5A, 6A	6	.....	PA-179	.....
1938–40	President 8, 4C, 5C, 6C	8	.....	PA-188	.....
1938–45	Six 7A; Commander 6, 8A, 9A, 10A, 11A, 12A	6	.....	PA-182R	.....
1939–40	Champion G, 2G	6	.....	PA-243	.....
	Complete Service Type Pump		PC-38	PA-280	.....
1941	Champion 3G	6			
	Original Type Pump		PC-38	PA-280	.....
1941–46	President 8, 7C, 8C	8	.....	PA-281	.....
1942–48	Champion 4G, 5G, 6G, 7G	6	.....	PA-297	.....

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for STUDEBAKER-ERSKINE & ROCKNE

PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1939–46	Commander 9A after Engine No. H81-540; 10A, 11A, 12A	6	3 5/16	2–3/32	1–3/16	P-305AX	W-9343	Osc.	.....
	☛ Complete Sets (6) of Aluminum Piston P-305AX must be used when replacing Iron Pistons in 1942 Motors.								
1939–48	Champion G, 2G, 3G, 4G, 5G, 6G, 7G	6	3	1–3/32 1–1/8	1–5/32	P-279ARX	W-9356	Osc.	.....
	☛ Complete Sets (6) of Aluminum Piston P-279ARX must be used when replacing Iron Pistons in 1942 Motors.								
1947–48	Commander 14A, 15A	6	3 5/16	2–3/32	1–3/16	P-397AX	W-9415	Osc.	.....

☛ P-397AX, fitted with W-9415 Pin, is for use on all engines having Insert Bearing Type Connecting Rods.
P-397AX and P-305AX are identical except for the Pin.
P-149AX, P-150AX, P-279ARX, P-305AX and P-397AX are T-Slot Cam Ground Original Type Pistons.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1932–33	Six 55, 56; Rockne 1932, 75	6	V-1095-S Super Valve with Eatonite Face. V-828	V-829N	G-221	G-221	VS-79	VS-79	VK-78
1932–33	Dictator 8, 62; Commander 8, 71, 73; President 8, 82	8	V-824	V-825N	G-221	G-221	VS-79	VS-79	VK-78
1932–33	Rockne 65, 10	6	V-824	V-857N	G-234	G-234	VS-79	VS-79	VK-78
1934–35	Dictator 6, A, 1A, 2A to Engine D62-010	6	V-824	V-857N	G-234	G-234	VS-161	VS-161	VK-78
1934–35	Commander 8, B, 1B; President 8, C, 1C	8	V-824	V-825N	G-221	G-221	VS-161	VS-161	VK-78
1935	Dictator 6, 1A, 2A after Engine D62-010	6	V-824	V-857N	G-234	G-234	VS-301	VS-301	VK-78
1936	Dictator 6, 3A, 4A to Engine D67-348. (7/8" Inside Dia. Spring at Seat End)	6	V-824	V-857N	G-313	G-313	VS-301	VS-301	VK-78
1936	President 8, 2C to Engine B-8888. (7/8" Inside Dia. Spring at Seat End)	8	V-824	V-825N	G-221	G-221	VS-301	VS-301	VK-78
1936–48	Dictator 6, 3A, 4A after Engine D67-348; Dictator 6, 5A, 6A; Six 7A; Commander 6, 8A, 9A, 10A, 11A; 12A, 14A, 15A; (13/16" Inside Dia. Spring at Seat End)	6	V-824	V-857N	G-313	G-313	VS-303	VS-303	VK-78
1936–46	President 8, 2C after Engine B-8888; President 8, 3C, 4C, 5C, 6C, 7C, 8C; (13/16" Inside Dia. Spring at Seat End)	8	V-824	V-825N	G-221	G-221	VS-303	VS-303	VK-78
1939–48	Champion G, 2G, 3G, 4G, 5G, 6G, 7G	6	V-1235	V-1236N	G-360	G-360	VS-347	VS-347	VK-150

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1931–32	Six 54; 55 to Engine S-52307	6	....	....	2609	.060	2610	.060	2611	.060	2610	.060	3
1933	Dictator 6, 56	6	....	....	2565	.060	2566	.060	2567	.060	2566	.060	3
1934	President 8, C	8	2701	See Note	....	....	....	....	....	....	....	....	.....

(Continued on next page)

for STUDEBAKER, ERSKINE & ROCKNE

MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1934–35	Dictator 6, A, 1A, 2A	6	....	....	2548	.060	2549	.060	2550	.060	2549	.060	3
	Camshaft Bearings	....	....	....	MB-85 See Note		MB-86 See Note		MB-88 See Note		MB-87 See Note		3
1935–41	Commander 8, 1B; President 8, 1C, 2C, 3C, 4C, 5C, 6C, 7C	8	2701	See Note	2702	.060	2703	.060	2704	.060	2705 2706	.060 .060	3–7 2–4–6–8
	☞ 2701 Copper Alloy Super Bearing is available .002, .010, .020 and .060 undersize.												
1936–42	Dictator 6, 3A, 4A, 5A, 6A; Six 7A; Commander 6, 8A, 9A, 10A, 11A, 12A	6	....	....	2728	See Note	2729	See Note	2730	See Note	2729	See Note	3
	Camshaft Bearings	....	....	....	MB-85 See Note		MB-86 See Note		MB-88 See Note		MB-87 See Note		3
	☞ 2728, 2729 and 2730 are available .002, .020, .030, and .060 undersize.												
1939–46	Champion G, 2G, 3G, 4G, 5G	6	....	....	2983	See Note	2984	See Note	2985	See Note	2984	See Note	3
	Camshaft Bearings	....	....	....	MB-81 See Note		MB-82 See Note		MB-84 See Note		MB-83 See Note		3
	☞ 2983, 2984 and 2985 are available .002, .010, .020, .030 and .060 undersize.												
1942	President 8, 8C	8	2701	See Note	2702	.060	2703	.060	3279	.060	2705 2706	.060 .060	3–7 2–4–6–8
	☞ 2701 Copper Alloy Super Bearing is available .002, .010, .020 and .060 undersize.												
1947–48	Commander 14A, 15A	6	3398	See Note	2728	See Note	2729	See Note	2730	See Note	2729	See Note	3
	Camshaft Bearings	....	....	....	MB-85 See Note		MB-86 See Note		MB-88 See Note		MB-87 See Note		3
	☞ 3398 is available in .002, .010, .020, .030 and .060 undersize. 2728, 2729 and 2730 are available .002, .020, .030 and .060 undersize.												
1947–48	Champion 6G, 7G	6	3397	See Note	2983	See Note	2984	See Note	2985	See Note	2984	See Note	3
	Camshaft Bearings	....	....	....	MB-81 See Note		MB-82 See Note		MB-84 See Note		MB-83 See Note		3
	☞ 3397 is available in .002, .010, .020, .030 and .060 undersize. 2983, 2984, and 2985 are available .002, .010, .020, .030, and .060 undersize. NOTE: MB-81, MB-82, MB-83, MB-84, MB-85, MB-86, MB-87 and MB-88 are Precision Type Camshaft Bearings.												

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1932–35	1934–35, Dictator 6, A, 1A, 2A; Rockne 1932-33, 65, 10	6	.....	PA-178	.....
1934–37	Commander 8, B, 1B; President 8, C, 1C, 2C, 3C	8	.....	PA-257	.....
1936–37	Dictator 6, 3A, 4A, 5A, 6A	6	.....	PA-179	.....
1938–40	President 8, 4C, 5C, 6C	8	.....	PA-188	.....
1938–45	Six 7A; Commander 6, 8A, 9A, 10A, 11A, 12A	6	.....	PA-182R	.....
1939–40	Champion G, 2G	6	.....	PA-243	.....
	Complete Service Type Pump		PC-38	PA-280	.....
1941	Champion 3G	6			
	Original Type Pump		PC-38	PA-280	.....
1941–46	President 8, 7C, 8C	8	.....	PA-281	.....
1942–48	Champion 4G, 5G, 6G, 7G	6	PC-59	PA-297	.....

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for **STUDEBAKER**

INTERCHANGEABILITY LIST OF MOTOR PARTS

Car Factory Number	Our Number
2x25	M-35
3x3	M-2
3x5	M-3
3x9	M-5
3x11	M-6
3x15	M-8
3x17	M-9
4x20	M-34
4x155	M-33
4x157	M-34
S-320	No. L245 Std.
S-322	No. L247 Std.
S-323	No. L245 Std.
S-324	No. L246 Std.
S-325	No. L245 .020
S-327	No. L247 .020
S-328	No. L245 .020
S-329	No. L246 .020
S-337	Use S-373
S-338	PA-188
S-339	PA-179
S-340	PA-257
S-341	PA-178
S-359	PA-230
S-363	PA-243
S-371	PA-280
S-372	PA-281
S-373	PA-182R
S-413	107S Std.
S-414	107S .020
S-416	Set No. 4835 Std.
S-417	Set No. 4835 .010
S-433	Set No. 4835 .020
S-434	Set No. 4835 .030
S-445	No. 4835 .040
S-574	PA-297
123109	3⅜x3/16 O
123111	3⅜x3/16 C
123113	3⅛ .020x3/16 O
123115	3⅜ .020x3/16 C
123880	3⅜ .010x3/16 C
123881	3⅜ .015x3/16 C
123883	3⅜ .005x3/16 O
123884	3⅜ .010x3/16 O
123885	3⅜ .015x3/16 O
127476	3⅜x3/16 O
127517	3⅜ .005x3/16 O
127518	3⅜ .010x3/16 O
127897	3⅜x3/16 O
127919	3⅛ .010x3/16 O
130722	VK-41
131441	2¾ .005x⅛ C
131441	2¾ .010x⅛ C
131444	2¾ .020x⅛ C
156006	V-566
159304	VS-161
165581	VS-79
167019	W-9019 .002
167020	W-9019 .005
167026	3 1/16 .005 x 3/16 O.
167027	3 1/16 .010 x 3/16 O.
167028	3 1/16 .020 x 3/16 O.
167202	M-504
167329	W-9019 Std.
168056	W-9338 Std.
168057	W-9338 .0025
168058	W-9338 .005
170028	WB-1788
170030	3¼x3/16 O
170031	3¼ .005x3/16 O
170032	3¼ .010x3/16 O
170033	3¼ .020x3/16 O
170045	W-9343 Std.
170046	W-9343 .0025
170047	W-9343 .005
171683	3 1/16x3/16 O
171685	3 1/16 .010x3/16 O
171686	3 1/16 .020x3/16 O
171688	3½x3/16 O
171690	3½ .010x3/16 O
171691	3½ .020x3/16 O
171692	3½ .030x3/16 O
172364	2609 Std.
172365	2609 .001
172366	2609 .005
172367	2609 .010
172368	2609 .015
172369	2611 Std.
172370	2611 .001
172371	2611 .005
172372	2611 .010
172373	2611 .015
172379	2610 Std.
172380	2610 .001
172381	2610 .005
172382	2610 .010
172383	2610 .015
172737	3¼x3/16 O
172738	3¼ .005x3/16 O
172739	3¼ .010x3/16 O
172740	3¼ .020x3/16 O
172815	M-21
173322	3⅜x3/16 O
173325	3⅜ .010x3/16 O
173327	3⅜ .020x3/16 O
173391	2¾x3/16 O
173393	2¾ .010x3/16 O
173395	2¾ .020x3/16 O
174119	2539 Std.
174120	2542 Std.
174121	2540 Std.
174122	2541 Std.
174127	2539 .005
174129	2540 .005
174130	2541 .005
174131	2539 .010
174133	2540 .010
174688	G-221
174813	2491 Std.
174814	2492 Std.
174815	2493 Std.
174819	2491 .005
174820	2492 .005
174821	2493 .005
174822	2491 .010
174823	2492 .010
174824	2493 .010
174825	2491 .015
174826	2492 .015
174827	2493 .015
174833	V-825N
174834	V-824
174835	V-828
174836	V-829N
174837	VK-78
176852	3⅜ .030x3/16 O
176860	3¼ .030x3/16 O
178027	M-34
178858	2565 Std.
178859	2565 .005
178860	2565 .010
178861	2565 .015
178862	2567 Std.
178863	2567 .005
178864	2567 .010
178865	2567 .015
178866	2566 Std.
178867	2566 .005
178868	2566 .010
178869	2566 .015
180132	P-1045X Std.
180135	P-1045X .010
180136	P-1045X .015
180137	P-1045X .020
180138	P-1045X .030
181218	2548 Std.
181219	2548 .005
181220	2548 .010
181221	2548 .015
181222	2549 Std.
181223	2549 .005
181224	2549 .010
181225	2549 .015
181226	2550 Std.
181227	2550 .005
181228	2550 .010
181229	2550 .015
181583	3 1/16x⅛ C
181585	3 1/16 .010x⅛ C
181587	3 1/16 .020x⅛ C
181588	3 1/16 .030x⅛ C
181590	3¼x⅛ C
181592	3¼ .010x⅛ C
181594	3¼ .020x⅛ C
181595	3¼ .030x⅛ C
181693	PB-200
181694	PB-199
181695	PN-116
181697	PK-103
181698	PA-99
181964	2542 .005
181968	2542 .010
181970	2541 .010
181971	2539 .015
181972	2542 .015
181973	2540 .015
181974	2541 .015
183020	2¾ .015x⅛ C
183026	3⅛x⅛ C
183027	3⅛ .010x⅛ C
183028	3⅛ .020x⅛ C
183029	3⅛ .030x⅛ C
183030	3¼x⅛ C
183031	3¼ .010x⅛ C
183032	3¼ .020x⅛ C
183033	3¼ .030x⅛ C
183034	3⅜x⅛ C
183035	3⅜ .010x⅛ C
183036	3⅜ .020x⅛ C
183037	3⅜ .030x⅛ C
183038	3½x⅛ C
183039	3½ .010x⅛ C
183040	3½ .020x⅛ C
183041	3½ .030x⅛ C
185872	2705 Std.
185873	2704 Std.
185874	2703 Std.
185875	2706 Std.
185876	2702 Std.
185884	2702 .010
185885	2706 .010
185886	2703 .010
185887	2704 .010
185888	2705 .010
185889	2702 .015
185890	2706 .015
185891	2703 .015
185892	2704 .015
185893	2705 .015
186666	G-313
186714	M-326
186716	M-327
186717	PA-137
186719	PN-128
187169	V-825N
187171	V-857N
187199	P-150AX Std.
187208	P-150AX .010
187209	P-150AX .015
187210	P-150AX .020
187211	P-150AX .030
187253	2728 Std.
187254	2728 .030
187255	2728 .010
187256	2728 .020
187258	2729 .030
187259	2729 .010
187260	2729 .020
187261	2730 Std.
187262	2730 .030
187263	2730 .010
187264	2730 .020
187452	VS-301
187612	PB-228
188645	VS-303
188991	PB-229
189163	M-326
189326	M-327
189820	V-824
190798	PA-189
190800	M-335
190803	M-336
191413	3 5/16x3/16 O
192063	3 5/16 .010x3/16 O
192065	3 5/16 .020x3/16 O
192066	3 5/16 .030x3/16 O
192254	PA-183
192314	P-149AX Std.
192317	P-149AX .010
192318	P-148AX .015
192319	P-149AX .020
192320	P-149AX .030

(Continued on next page)

for STUDEBAKER

INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number
193340	3 5/16 x 1/8 C
193341	3 1/16 x 1/8 C
193390	3 5/16 .010 x 1/8 C
193392	3 5/16 .020 x 1/8 C
193393	3 5/16 .030 x 1/8 C
193395	3 1/16 .010 x 1/8 C
193397	3 1/16 .020 x 1/8 C
193398	3 1/16 .030 x 1/8 C
194179	Use 199496
194183\ 194180/	M-440
194202	M-437
194216	V-1236N
194217	V-1235
194359	G-360
194412	M-438
194422	PC-38
194493	M-439
195011	3 x 5/32 O
195268	W-9356 Std.
195286	VK-150
195873	W-9356 .002 1/2
195874	W-9356 .005
196327	M-436
196441	PS-220
196575	3 x 1/8 C
196596	3 x 3/32 C
196613	3 .010 x 3/32 C
196614	3 .020 x 3/32 C
196615	3 .030 x 3/32 C
196616	3 .010 x 1/8 C
196617	3 .020 x 1/8 C
196618	3 .030 x 1/8 C
196619	3 .010 x 5/32 O
196620	3 .020 x 5/32 O
196621	3 .030 x 5/32 O
196996	2983 Std.
196997	2983 .010
196998	2983 .020
196999	2983 .030
197001	2984 .010
197002	2984 .020
197003	2984 .030
197004	2985 Std.
197005	2985 .010
197006	2985 .020
197007	2985 .030
197817	3 5/16 x 3/32 C
197819	3 5/16 .010 x 3/32 C
197821	3 5/16 .020 x 3/32 C
197822	3 5/16 .030 x 3/32 C
197823	3 5/16 x 3/16 O
197825	3 5/16 .010 x 3/16 O
197827	3 1/16 .020 x 3/16 O
197828	3 5/16 .030 x 3/16 O
197830	P-305AX
197837	P-305AX .002
197838	P-305AX .004
197839	P-305AX .010
197840	P-305AX .015
197841	P-305AX .020
197842	P-305AX .030
199496	PL-203
199654	PC-38
199655	PL-208
199683	PL-209
199945	M-596
199953	PS-230
510088	3 1/8 x 3/16 O
510122	V-857N
510123	G-234
510231	M-324
510233	M-325
510235	PB-57
510238	PA-27
510239	M-17
510240	PK-65
510241	PN-25
510313	3 1/8 .010 x 3/16
510314	3 1/8 .020 x 3/16
510357	2551 Std.
510358	2551 .005
510359	2551 .010
510360	2551 .015
510361	2552 Std.
510362	2552 .005
510363	2552 .010
510364	2552 .015
510365	2553 Std.
510366	2553 .005
510367	2553 .010
510368	2553 .015
511264	M-33
512074	VS-347
512409	P-279ARX Std.
512410	P-279ARX .002
512411	P-279ARX .004
512412	P-279ARX .010
512413	P-279ARX .015
512414	P-279ARX .020
512415	P-279ARX .030
512603	M-597
512778	2729 Std.
512782	2729 .010
512783	2729 .020
512784	2729 .030
512799	2984 .010
512800	2984 .020
512801	2984 .030
513118	M-620
513404	2983 Std.
513405	2984 Std.
513817	2701 Std.
514129	2701 .005
514130	2701 .010
514131	2701 .020
514236	VS-347
516003	3 5/16 x 3/16 O.
516005	3 5/16 .010 x 3/16 O.
516007	3 5/16 .020 x 3/16 O.
516008	3 5/16 .030 x 3/16 O.
516042	3 x 3/32 C.
516043	3 x 1/8 C.
516044	3 x 5/32 O.
516050	3 .010 x 3/32 C.
516051	3 .020 x 3/32 C.
516052	3 .030 x 3/32 C.
516053	3 .010 x 1/8 C.
516054	3 .020 x 1/8 C.
516055	3 .030 x 1/8 C.
516056	3 .010 x 5/32 O.
516057	3 .020 x 5/32 O.
516058	3 .030 x 5/32 O.
516176	2730 Std.
516177	2730 .010
516178	2730 .020
516179	2730 .030
516180	3279 Std.
516181	3279 .010
516182	3279 .015
516251	3 1/16 x 3/16 O.
516267	3 1/16 .010 x 3/16 O.
516269	3 1/16 .020 x 3/16 O.
516270	3 1/16 .030 x 3/16 O.
517923	3397 Std.
517927	3398 Std.
520134	3398 .005
520135	3398 .010
520136	3398 .020
520138	3397 .005
520139	3397 .010
520140	3397 .020
633658	PB-193
633679	PN-114
634884	V-1116N
634885	V-1101-S
634886	G-321
634887	G-320
634891	VS-312
634894	VK-106
634934	W-9219 Std.
634937	4 x 1/8 C
634938	4 x 3/16 O
634939	4 x 3/16 O
634941	WB-1847
635095	W-9219 .005
635096	W-9219 .010
635097	4 .010 x 1/8 C
635098	4 .020 x 1/8 C
635099	4 .030 x 1/8 C
635100	4 .040 x 1/8 C
635102	4 .010 x 3/16 O
635103	4 .020 x 3/16 O
635104	4 .030 x 3/16 O
635105	4 .040 x 3/16 O
635107	4 .010 x 3/16 O
635108	4 .020 x 3/16 O
635109	4 .030 x 3/16 O
635110	4 .040 x 3/16 O
635111	P-241AX Std.
635112	P-241AX .010
635113	P-241AX .020
635114	P-241AX .030
635115	P-241AX .040
635116	P-241AX S. F.
635762	VS-310
637073	VS-311
637147	V-1043N
637148	V-1042
637153	VS-304
637155	VK-65
637156	G-285
637169	W-9303 Std.
637172	P-248AX Std.
637178	LR-66
637650	M-421
638019	P-1153X Std.
638022	P-1153X .010
638023	P-1153X .015
638024	P-1153X .020
638025	P-1153X .030
638981	PS-219
638989	M-423
638990	M-424
638991	M-420
638994	M-422
639310	P-219NX Std.
639311	P-219NX Std. S.F.
639316	W-9311 Std.
639319	3 5/8 x 1/8 C
639324	3 5/8 x 1/8 C
639329	3 5/8 x 3/16 O
642861	2893 Std.
642864	2893 .020
642865	2893 .040
642867	2933 Std.
643359	M-198
643377	PB-265
643378	PB-215
643382	PB-266
643385	M-196
643386	PS-161
643389	LR-68
643390	M-195
643392	PB-135
643393	PK-109
643394	PN-123
643396	PL-147
643422	V-869N
643423	V-868
643424	VS-231
643426	VK-86
643427	G-206
643548	PB-241
643549	PL-169
643552	LR-58
643573	V-659N
643574	V-658
643576	G-11
643577	VS-188
643579	VK-83
643849	P-239AX Std.
643850	P-239AX .005
643851	P-239AX .010
643852	P-239AX .020
643853	P-239AX .030
643859	W-9258 Std.
643860	W-9258 .003
643861	W-9258 .005
643862	3 5/8 x 1/8 C
643863	3 5/8 .010 x 1/8 C
643864	3 5/8 .020 x 1/8 C
643865	3 5/8 .030 x 1/8 C
643866	3 5/8 x 3/16 C
643867	3 5/8 .010 x 3/16 O
643868	3 5/8 .020 x 3/16 O
643869	3 5/8 .030 x 3/16 O
643885	P-247AX Std.
643886	P-247AX .005
643887	P-247AX .010
643888	P-247AX .020
643889	P-247AX .030
643895	W-9318 Std.
643896	W-9318 .003

(Continued on next page)

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for STUDEBAKER
INTERCHANGEABILITY LIST OF MOTOR PARTS

(Continued from preceding page)

Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number	Car Factory Number	Our Number
643897	W-9318 .005	644802	2791 Std.	662431	2816 Std.	662461	2817 Std.
643898	4x1/8 C			662432	2816 .020	664783	4x1/8 C
		644803	2791 .020	662433	2816 .040	664784	4 .010x1/8 C
643899	4 .010x1/8 C	644804	2791 .030				
643900	4 .020x1/8 C	644811	.003 B-2261 1/64	662435	2817 .020	664785	4 .020x1/8 C
643901	4 .030x1/8 C	644821	.003 B-2575 1/64	662436	2817 .040	664788	4 .030x1/8 C
643902	4x3/16 O			662437	2785 Std.	665390	2784 Std.
643903	4 .010x3/16 O	661914	3 5/8x3/16 O	662438	2785 .020	665801	2784 .020
643904	4 .020x3/16 O	661915	3 5/8 .010x3/16 O	662439	2785 .030	665802	2784 .030
643905	4 .030x3/16 O	661916	3 5/8 .020x3/16 O	662440	2788 Std.		
643908	P-313AX Std.	661917	3 5/8 .030x3/16 O	662441	2788 .020	665803	2785 Std.
643909	P-313AX .005	661918	4x3/16 O	662442	2788 .030	665804	2785 .020
643910	P-313AX .010			662443	2786 Std.	665805	2785 .030
		661919	4 .010x3/16 O	662444	2786 .020	665806	2788 Std.
643911	P-313AX .020	661920	4 .020x3/16 O			665807	2788 .020
643912	P-313AX .030	661921	4 .030x3/16 O	662445	2786 .030		
643918	W-9316 Std.	662407	2747 Std.	662446	2787 Std.	665808	2788 .030
643919	W-9316 .003	662408	2747 .020	662447	2787 .020	665809	2786 Std.
643920	W-9316 .005	662409	2747 .040	662448	2787 .030	665810	2786 .020
643921	4 1/4x1/8 C	662410	2748 Std.	662449	2792 Std.	665811	2786 .030
643922	4 1/4 .010x1/8 C	662411	2748 .020	662450	2792 .020		
643923	4 1/4 .020x1/8 C	662412	2748 .040	662451	2792 .030	665812	2787 Std.
643924	4 1/4 .030x1/8 C	662413	2749 Std.	662452	2795 Std.	665813	2787 .020
643925	4 1/4x3/16 O	662414	2749 .020	662453	2795 .020	665814	2787 .030
		662415	2749 .040	662454	2795 .030		
643926	4 1/4 .010x3/16 O					667265	4x1/8 C
643927	4 1/4 .020x3/16 O	662425	2815 Std.	662455	2793 Std.	667266	4 .010x1/8 C
643928	4 1/4 .030x3/16 O	662426	2815 .020	662456	2793 .020	667267	4 .020x1/8 C
644795	2784 Std.	662427	2815 .040	662457	2793 .030		
644796	2784 .020	662428	2818 Std.	662458	2794 Std.	667268	4 .030x1/8 C
644797	2784 .030	662429	2818 .020	662459	2794 .020	667269	.002 B-2044 1/64
644798	.003 B-2044 1/64	662430	2818 .040	662460	2794 .030	667270	V-1085-S

for STUDEBAKER TRUCK
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1928–32	20, 20GN, 30, 30GN, 40, 40GN, GNN, S1, 32, 32GK, GDH, GDN, GEB, GKH, GKN, 3/4-1 1/2 Ton; GKH, Funeral Car, Ambulance, Estate and Service Car	6	3 3/8	24–1/8	6–3/16	L301	4301		601
1929–33	FJH, S100, S101, S102, S116, Chassis, Funeral Car and Ambulance	8	3 1/16	24–1/8	8–3/16	L315	4315		615
1934–36	Chief W8, 1W8, 2W8, 3-4 Ton	6	4	18–1/8	6–3/16	L848	4848		1848
1935–36	Mogul 1W7, 2W7, 2 1/2 Ton	6	3 3/4	18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1936	Boss 2M6, 2W6, 2 Ton	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1936–37	Ace 2M2, 2T2, Coupe Express J5, J15, J15M; J15B, J15MB Bus to Engine IT-21000, 1/2-1 1/2 Ton	6	3 1/4	12–1/8	6–3/16	L245	4245		545
1937–40	J20, J20M, K20, K20M, K20MR, 2-3 Ton; J20MB, K20MB Bus (Herc. JXB)	6	3 5/8	18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
1937–40	J25, J25M, K25, K25M, K25MR, US6, 2 1/2-5 Ton; J25MB, K25MB Bus (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1937–40	J30, J30M, K30, K30M, 3-5 Ton (Herc. WXC3)	6	4 1/4	18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					

(Continued on next page)

for STUDEBAKER TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1937–39	J15, J15M, after Engine IT-21000; Coupe Express K5, L5 to Engine H81-540; K10 to Engine OT-735, K15, K15M, ½-2 Ton; J15B, J15MB Bus after Engine IT-21000; K15B, K15MB Bus to Engine 1T-25898	6	3 5/16	12–1/8	6–3/16	L246	4246		546
1938–40	K20D (Herc. DJXB)	6	3 1/2	24–1/8	12–3/16	L1290	5290		2290
1939–49	K10 after Engine OT-735; K15, K15M Trucks; K15MB, K15B Bus after Engine 1T-25897; Coupe Express L5 after Engine H81-540; M16, 2R16, 2R17, ½-2 Ton	6	3 5/16	12–3/32	6–3/16	L334	4334		634
1941–49	Coupe Express M5, 2R5, ½ Ton; M15, M15A, 2R15, 1 Ton	6	3	6–3/32 6–1/8	6–5/32	L269	4269		569

☛Ring Sets No. L269, No. 4269 and No. 659 should not be used in pistons with top groove depth of less than .157".

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1937–48	J15, J15M after Eng. 1T-21000; Coupe Express K5, L5, K10, K15, K15M, M16, ½-2 Ton, J15B, J15MB Bus after Engine 1T-21000; KB15B, K15MB Bus, 6 cyl.	T-Slot	3 5/16	PX-38
1941–48	Coupe Express M5, ½ Ton; M15, M15A, 1 Ton	T-Slot	3	PX-44

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1930–35	S2, S4, S6, S8, S10, S20, S21, S30, S31, S40, S41, S50, S51, S60, S61, S120, S130, S140, S150, T2, Ace 1T2, T4, T6, Boss 1T6, T8, 1½-3 Ton; S111 Chassis and Funeral Car	6	3 1/4	3–1/8	1–3/16	.....	W-9343	Osc.	WB-1788
1934	President Funeral Car and Ambulance	8	3 1/16	2–1/8	1–3/16	P-149AX	W-9019	Osc.	.....
	☛P-149AX is a T-Slot Cam Ground Original Type Piston.								
1934–36	Chief W8, 1W8, 2W8, 3-4 Ton	6	4	3–1/8	1–3/16	P-241AX	.....	Plug	WB-1847
	☛P-241AX is a Heavy Duty Aluminum Piston.								
1935–36	Mogul 1W7, 2W7, 2½ Ton	6	3 3/4	3–1/8	1–3/16	P-248AX	W-9303	LR-66	WB-1847
	☛P-248AX is a Heavy Duty Aluminum Piston.								
1936	Boss 2M6, 2W6, 2 Ton	6	3 5/8	3–1/8	1–3/16	P-219NX	.....	LR-66	WB-1847
	☛P-219NX is an Autothermic Nelson Bohnalite Original Type Piston.								
1936–37	Ace 2M2, 2T2, 1½ Ton; J15, J15M to Engine IT-21000, 1½ Ton; J15B, J15MB, Bus to Engine IT-21000.	6	3 1/4	2–1/8	1–3/16	P-1153X	W-9343	Osc.	WB-1788
1937	Coupe Express J5, ½ Ton	6	3 1/4	2–1/8	1–3/16	P-150AX	W-9343	Osc.	.....
	☛P-150AX is a T-Slot Cam Ground Original Type Piston.								
1937–40	J20, J20M, K20, K20M, K20MR, 2-3 Ton; J20MB, K20MB, Bus. (3 5/8" Hercules JXB Motor)	6	3 5/8	3–1/8	1–3/16	P-239AX	W-9258	Osc.	.....
	☛P-239AX is a Heavy Duty Aluminum Piston.								

(Continued on next page)

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for STUDEBAKER TRUCK

PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1937–41	J25, J25M, K25, K25M, K25MR, 2½-4 Ton; US6, 6X4, 6X6, 2½-5 Ton; J25MB, K25MB, Bus. (4" Hercules JXD Motor)	6	4	3–1/8	1–3/16	P-247AX	W-9318	Osc.	.....
	☛P-247AX is a Heavy Duty Aluminum Piston.								
1937–40	J30, J30M, K30, K30M, 3-5 Ton. (4¼" Hercules WXC3 Motor)	6	4¼	3–1/8	1–3/16	P-313AX	W-9316	Osc.	.....
	☛P-313AX is a Heavy Duty Aluminum Piston.								
1937–40	J15, J15M after Engine IT-21000; Coupe Express K5, L5 to Engine H81-540; K10, K15, K15M, ½-2 Ton; J15B, J15MB Bus after Engine IT-21000; K15B, K15MB Bus	6	3 5/16	2–1/8	1–3/16	See Note	W-9343	Osc.	.....
	☛NOTE: When replacing Pistons use P-305AX in Complete Sets.								
1939–46	L5 after Engine H81-540; K10, K15, K15M, M16, ½-2 Ton; J15B, J15MB after Engine IT21000; K15, K15MB Bus	6	3 5/16	2–3/32	1–3/16	P-305AX	W-9343	Osc.	.....
	☛P-305AX is a T-Slot Cam Ground Original Type Piston. Complete Sets of these Pistons must be used when replacing Iron Pistons.								
1941–49	Coupe Express M5, 2R5, ½ Ton; M15, M15A, 2R15, 1 Ton	6	3	1–3/32 1–1/8	1–5/32	P-279ARX	W-9356	Osc.	.....
	☛P-279ARX is a T-Slot Cam Ground Original Type Piston. Complete Sets of these Pistons must be used when Replacing Iron Pistons.								
1947–49	M16, 2R16, 2R17	6	3 5/16	2–3/32	1–3/16	P-397AX	W-9415	Osc.	.....
	☛P-397AX, fitted with W-9415 Pin, is for use on all engines having Insert Type Connecting Rods. P-397AX and P-305AX are identical except for the Pin.								

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1932–33	S101, S102, S116, Chassis, Funeral Car and Ambulance	8	V-824	V-825N	G-221	G-221	VS-79	VS-79	VK-78
1932–33	S2, S4, S6, S8, S10, S21, S31, S41, S51, S61, to Engine 1T5-600; S120, S130, S140, S150, 1½-3 Ton; S111 Chassis and Funeral Car	6	V-1095-S Super Valve with Eatonite Face.						
			V-828	V-829N	G-221	G-221	VS-79	VS-79	VK-78
1933–35	S2, S4, S6, S8, S10, S21, S31, S41, S51, S61 after Engine 1T5-600; T2, Ace 1T2, T4, T6, Boss 1T6, T8, 1½-3 Ton	6	V-1095 Super Valve with Eatonite Face.						
			V-828	V-829N	G-221	G-221	VS-161	VS-161	VK-78
1934	President Funeral Car and Ambulance	8	V-824	V-825N	G-221	G-221	VS-161	VS-161	VK-78
1935–36	Mogul 1W7, 2W7; Boss 2M6, 2W6, 2-2½ Ton	6	V-1042	V-1043N	G-285	G-285	.....	.....	VK-113
1936–48	1937-40 Coupe Express J5, K5, L5, ½ Ton; 1936-48 Ace 2M2, 2T2, J15, J15M, K10, K15, K15M, M16, 1-2 Ton; J15B, J15MB, K15B, K15MB, Bus	6	V-824	V-857N	G-313	G-313	VS-303	VS-303	VK-78

(Continued on next page)

for STUDEBAKER TRUCK

VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1937–41	J20, J20M, K20, K20M, K20MR, 2-3 Ton; J20MB, K20MB, Bus (3⅝" Hercules JXB Motor); J25, J25M, K25, K25M, K25MR, 2½-4 Ton; US6, 6X4, 6X6, 2½-5 Ton; J25MB, K25MB, Bus (4" Hercules JXD Motor)	6	V-868	V-869N	G-206	G-206	VS-231	VS-231	VK-86
1937–40	J30, J30M, K30, K30M, 3-5 Ton (4¼" Hercules WXC3 Motor)	6	V-658	V-659N	G-11	G-11	VS-188	VS-188	VK-83
1941–48	Coupe Express M5, ½ Ton; M-15, M-15A, 1 Ton	6	V-1235	V-1236N	G-360	G-360	VS-347	VS-347	VK-150

MOTOR BEARINGS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1931	S20, S30, S40, S50, S60, 1½-2 Ton. (Thin Steel Back Bearings)	6	....	....	2609	.060	2610	.060	2611	.060	2610	.060	3
1932–35	S2, S4, S10, S21, S31, after Engine 1T-4601; S6, S41, S51, S61, S62, after Engine 2T-4601; S8, S120, S130, S140, S150, after Engine 3T-701; T2, Ace 1T2, T4, T6, Boss 1T6, T8, 1½-3 Ton; S111 Chassis and Funeral Car	6	....	....	2565	.060	2566	.060	2567	.060	2566	.060	3
1934–36	Chief W8, 1W8, 2W8, 3-4 Ton	6	2933 2976	See Note	2815	.090	2816	.090	2817	.090	2818	.090	2–3–5–6
	☛2933 and 2976 are for use in Rods having Insert Type Bearings. 2933 Babbitt Lined is available .002, .010 and .060 undersize. 2976 Copper Alloy Super Bearing is available .020 and .040 undersize.												
1935–36	Mogul 1W7, 2W7, 2½ Ton	6	....	....	2747	See Note	2748	See Note	2749	See Note	2747	See Note	2–3–5–6
1936	Boss 2M6, 2W6, 2 Ton	6	2893	See Note	2747	See Note	2748	See Note	2749	See Note	2747	See Note	2–3–5–6
	☛2893 available .002, .010 and .060 undersize is for use in motors after 6BM-398214. 2747, 2748 and 2749 are available .002, .020 and .090 undersize.												
1936–46	1937-39 Coupe Express J5, K5, L5, ½ Ton; 1936-46 Ace, 2M2, 2T2, J15, J15M, K10, K15, K15M, M16, M11, 1-2 Ton; J15B, J15MB, K15B, K15MB, Bus	6	....	....	2728	See Note	2729	See Note	2730	See Note	2729	See Note	3
	Camshaft Bearings	....	....	....	MB-85 See Note		MB-86 See Note		MB-88 See Note		MB-87 See Note		3
	☛2728, 2729 and 2730 are available .002, .020, .030 and .060 undersize. MB-85, MB-86, MB-87 and MB-88 are Precision Type Bearings.												
1937–40	J20, J20M, K20, K20M, K20MR, 2-3 Ton; J20MB, K20MB, Bus (3⅝" Hercules JXB Motor); J25, J25M, K25, K25M, K25MR, 2½-4 Ton; US6, 6X4, 6X6, 2½-5 Ton, J25MB, K25MB, Bus (4" Hercules JXD Motor)	6	2784 2968	See Note	2785	See Note	2786	See Note	2787	See Note	2788	See Note	2–3–5–6
	Bearing Shims		B-2044.010		B-2045 1/64		B-2575 1/64		B-2575 1/64		B-2045 1/64		2–3–5–6
	☛2784 Babbitt Lined is available .002, .010, .020, .030 and .060 undersize. 2968 Copper Alloy Super Bearing is available .002 and .050 undersize. 2785, 2786, 2787 and 2788 are available .002, .010, .020, .030 and .060 undersize.												

(Continued on next page)

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MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1937–40	J30, J30M, K30, K30M, 3-5 Ton. (4¼" Hercules WXC3 Motor)	6	2791	See Note	2792	.020 .060	2793	.020 .060	2794	.020 .060	2795	.020 .060	2–3–5–6
	Bearing Shims	....	B-820 1/64		B-821 1/64		B-2914 1/64		B-2914 1/64		B-2912 1/64		2–3–5–6
	☞2791 is available .002, .010, .020 and .060 undersize.												
1941–46	Coupe Express M5, ½ Ton; M-15, M15A, 1 Ton	6	....	....	2983	See Note	2984	See Note	2985	See Note	2984	See Note	3
	Camshaft Bearings	....	....	....	MB-81 See Note		MB-82 See Note		MB-84 See Note		MB-83 See Note		3
	☞2983, 2984 and 2985 are available .002, .010, .020, .030 and .060 undersize.												
1947–49	Coupe Express; M5, 2R5, M15, M15A, 2R15	6	3397	See Note	2983	See Note	2984	See Note	2985	See Note	2984	See Note	3
	Camshaft Bearings for 1947 models only	....	....	....	MB-81 See Note		MB-82 See Note		MB-84 See Note		MB-83 See Note		3
	☞3397 is available .002, .010, .020, .030 and .060 undersize. 2983, 2984 and 2985 are available .002, .010, .020, .030 and .060 undersize. MB-81, MB-82, MB-83 and MB-84 are Precision Type Bearings.												
1947–49	M16, 2R16, 2R17	6	3398	See Note	2728	See Note	2729	See Note	2730	See Note	2729	See Note	3
	Camshaft Bearings for 1947 models only	....	....	....	MB-85 See Note		MB-86 See Note		MB-88 See Note		MB-87 See Note		3
	☞3398 is available .002, .010, .020, .030 and .060 undersize. 2728, 2729 and 2730 are available .002, .020, .030 and .060 undersize. MB-85, MB-86, MB-87 and MB-88 are Precision Type Bearings.												

★Dimensions following Shim Stock Number indicates thickness of Shim.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1936–40	Ace, 2M2, 2T2, J15, J15M, K15, K15M, 1½-2 Ton; J15B, J15MB, K15B, K15MB, Bus	6	....	PA-229	MA-34
1937	Coupe Express J5, ½ Ton	6	....	PA-179	....
1937–41	J20, J20M, K20, K20M, K20MR, 2-3 Ton; J20MB, K20MB, Bus (3⅝" Hercules JXB Motor); J25, J25M, K25, K25M, K25MR, 2½-4 Ton; US6, 6x4, 6x6, 2½-5 Ton; J25MB, K25MB, Bus. (4" Hercules JXD Motor)	6	Use Parts listed for Hercules JXB, JXD (for Motors using Distributors).		
1938–40	Coupe Express K5, L5, ½ Ton; K-10, 1 Ton	6	....	PA-182R	....
1941–42	Coupe Express M5, ½ Ton; M15 to Engine No. 2M-1219, 1 Ton	6	PC-38	PA-280	....
1947–48	Coupe Express M5; M15 after Engine No. 2M-1220	6	....	PA-297	....

for SUPERIOR BUS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width Comp. Rings	Number and Width Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–40	Schooliner 205 (Herc. WXC):	6	4						
	Iron Pistons			18–3/16	6–3/16	L1120	5120		2120
	Aluminum Pistons			18–1/8	6–3/16	L858	4858		1858
1939–41	Schooliner 232, Rocket (Herc. WXC3, WXLC3):	6	4 1/4						
	Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1939–42	Schooliner 176, Avenue (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1940–41	Rocket, Avenue, Schooliner 148 1/2 (Ford V-8):	8	3 3/16						
	3-Ring Pistons			16–3/32	8–5/32	L248	4248	1548	548
				Chrome Rebore-Rebuild Set C4248					
	4-Ring Pistons			16–3/32	16–5/32	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					
1941	Rocket (Herc. JXC)	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1947	2901, Z701 (Chrysler Ind. 8)	6	3 7/16	12–3/32	12–5/32	L347	4347	1647	647
				Chrome Rebore-Rebuild Set C4347					
1947	3101, 3301 (Chrysler Ind. 11)	6	3 3/4	6–3/32					
				12–1/8	6–1/4	L2571	42571		12571

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1939–40	Schooliner 205	6	4	Hercules WXC
1939–40	Schooliner 232	6	4 1/4	Hercules WXC3
1939–41	Schooliner 176, Avenue	6	4	Hercules JXD
1940–41	Rocket, Avenue, Schooliner 148 1/2	8	3 3/16	Ford V8
1941	Rocket, Avenue	8	3 3/16	Mercury V8
1941	Rocket	6	3 3/4	Hercules JXC
1941	Rocket	6	4 1/4	Hercules WXLC3
1947	2901, Z701	6	3 7/16	Chrys. Ind. 8
1947	3101, 3301	6	3 3/4	Chrys. Ind. 11
1948	AG2702, AG2902	6	3 9/16	I.H.C. BLD-269
1948	AG3102, AG3303	6	4 3/8	I.H.C. RED-450

for TERRAPLANE Listed with Hudson

for TRUCKSTELL TRUCK

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1938	TRF-2X250, TRF-2X400, F2X250, F2X400, TRF-400H, TRF-500H, TRF-600	8	3 1/16	Ford V8
1938–40	TRC-2X250, TRC-2X400, TRC-250H, TRC-400H, TRC-500H, TRC-600, TRC-4XC26C, TRC-4XC27C, TRC-4XC29E, TRC-4C30E	6	3 1/2	Chevrolet 216
1939–47	TRF-2X250, TRF-2X400, TRF-2X250CO, TRF-2X400CO, TRF-18-5E, TRF-18-5EO, TRF-18-5S, TRF-18-5SCO, TRF-400H, TRF-500H, TRF-600, TRF-4XC26F, TRF-4XC29E, TRF-4XC27F, TRF-4XC30E, TRF-4XD26F, TRF-4XD27F, TRF-4XD29EO, TRF-4XD30EO, TRF-4XD31EO, TRF-4XF26F, TRF-4XF27F, TRF-4X29E, TRF-4X30E, TRF-4XF29E, TRF-4XF30E, F18-5, F2X26, F2X27, F2X34, F4X26, F4X29, F4X30, F18-5, F19-5-O	8	3 3/16	Ford V8
1941–47	TRC-2X400, TRC-2X400CO, TRC-4XC26C, TRC-4XD26C, TRC-4XC27C, TRC-4XD27CO, TRC-4XC30E, TRC-4XD30E, TRC-4XD31EO, TRC-18-5, TRC-18-5CO, TRC-35BM, TRC-35BMO, TRC-40BM, TRC-40BMO, C18-5, C2X26, C2X28, C2X34, C4X26, C4X29, C19-5-O	6	3 9/16	Chevrolet 235
1941–46	TRF-18-5S, TRF-18-5SCO	6	3.3	Ford 90 H.P.

PRINTED IN U.S.A.

for STUDEBAKER TRUCK
MOTOR BEARINGS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
1937–40	J30, J30M, K30, K30M, 3-5 Ton. (4¼" Hercules WXC3 Motor)	6	2791	See Note	2792	.020 / .060	2793	.020 / .060	2794	.020 / .060	2795	.020 / .060	2–3–5–6
	Bearing Shims	....	B-820	1/64	B-821	1/64	B-2914	1/64	B-2914	1/64	B-2912	1/64	2–3–5–6
	☛2791 is available .002, .010, .020 and .060 undersize.												
1941–46	Coupe Express M5, ½ Ton; M-15, M15A, 1 Ton	6	....	....	2983	See Note	2984	See Note	2985	See Note	2984	See Note	3
	Camshaft Bearings	....	....	....	MB-81	See Note	MB-82	See Note	MB-84	See Note	MB-83	See Note	3
	☛2983, 2984 and 2985 are available .002, .010, .020, .030 and .060 undersize.												
1947–49	Coupe Express; M5, 2R5, 2R10, M15, M15A, 2R15	6	3397	See Note	2983	See Note	2984	See Note	2985	See Note	2984	See Note	3
	Camshaft Bearings	....	....	....	MB-81	See Note	MB-82	See Note	MB-84	See Note	MB-83	See Note	3
	☛3397 is available .002, .010, .020, .030 and .060 undersize. 2983, 2984 and 2985 are available .002, .010, .020, .030 and .060 undersize. MB-81, MB-82, MB-83 and MB-84 are Precision Type Bearings.												
1947–49	M16, 2R16, 2R17	6	3398	See Note	2728	See Note	2729	See Note	2730	See Note	2729	See Note	3
	Camshaft Bearings	....	....	....	MB-85	See Note	MB-86	See Note	MB-88	See Note	MB-87	See Note	3
	☛3398 is available .002, .010, .020, .030 and .060 undersize. 2728, 2729 and 2730 are available .002, .020, .030 and .060 undersize. MB-85, MB-86, MB-87 and MB-88 are Precision Type Bearings.												

★Dimensions following Shim Stock Number indicates thickness of Shim.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1936–40	Ace, 2M2, 2T2, J15, J15M, K15, K15M, 1½-2 Ton; J15B, J15MB, K15B, K15MB, Bus	6	.....	PA-229	MA-34
1937	Coupe Express J5, ½ Ton	6	.....	PA-179	.....
1937–41	J20, J20M, K20, K20M, K20MR, 2-3 Ton; J20MB, K20MB, Bus (3⅝" Hercules JXB Motor); J25, J25M, K25, K25M, K25MR, 2½-4 Ton; US6, 6x4, 6x6, 2½-5 Ton; J25MB, K25MB, Bus. (4" Hercules JXD Motor)	6	Use Parts listed for Hercules JXB, JXD (for Motors using Distributors).		
1938–40	Coupe Express K5, L5, ½ Ton; K-10, 1 Ton	6	.....	PA-182R	.....
1941–42	Coupe Express M5, ½ Ton; M15 to Engine No. 2M-1219, 1 Ton	6	PC-38	PA-280	.....
1942–49	Coupe Express M5; M15 after Engine No. 2M-1220; 2R5, 2R10, 2R15	6	PC-59	PA-297	.....

MOTOR PARTS

for SUPERIOR BUS

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1939–40	Schooliner 205 (Herc. WXC):	6	4						
	Iron Pistons			18–3/16	6–3/16	L1120	5120		2120
	Aluminum Pistons			18–1/8	6–3/16	L858	4858		1858
1939–41	Schooliner 232, Rocket (Herc. WXC3, WXLC3):	6	4 1/4						
	Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1939–42	Schooliner 176, Avenue (Herc. JXD)	6	4	18–1/8	6–3/16	L858	4858		1858
1940–41	Rocket, Avenue, Schooliner 148 1/2 (Ford V-8):	8	3 3/16						
	3-Ring Pistons			16–3/32	8–5/32	L248	4248	1548	548
				Chrome Rebore-Rebuild Set C4248					
	4-Ring Pistons			16–3/32	16–5/32	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					
1941	Rocket (Herc. JXC)	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
1947	2901, Z701 (Chrysler Ind. 8)	6	3 7/16	12–3/32	12–5/32	L347	4347	1647	647
				Chrome Rebore-Rebuild Set C4347					
1947	3101, 3301 (Chrysler Ind. 11)	6	3 3/4	6–3/32 12–1/8	6–1/4	L2571	42571		12571
1948	AG2702, AG2902 (I. H. C. BLD-269)	6	3 9/16	6–3/32 12–1/8	6–3/16	L926	4926		1926
				Chrome Rebore-Rebuild Set C4926					
1948	AG3102, AG3303 (I. H. C. RED-450)	6	4 3/8	6–3/32 12–1/8	6–3/16	L2596	42596		12596

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1939–40	Schooliner 205	6	4	Hercules WXC
1939–40	Schooliner 232	6	4 1/4	Hercules WXC3
1939–41	Schooliner 176, Avenue	6	4	Hercules JXD
1940–41	Rocket, Avenue, Schooliner 148 1/2	8	3 3/16	Ford V8
1941	Rocket, Avenue	8	3 3/16	Mercury V8
1941	Rocket	6	3 3/4	Hercules JXC
1941	Rocket	6	4 1/4	Hercules WXLC3
1947	2901, Z701	6	3 7/16	Chrys. Ind. 8
1947	3101, 3301	6	3 3/4	Chrys. Ind. 11
1948	AG2702, AG2902	6	3 9/16	I.H.C. BLD-269
1948	AG3102, AG3303	6	4 3/8	I.H.C. RED-450

for TERRAPLANE Listed with Hudson

for TRUCKSTELL TRUCK

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1938	TRF-2X250, TRF-2X400, F2X250, F2X400, TRF-400H, TRF-500H, TRF-600	8	3 1/16	Ford V8
1938–40	TRC-2X250, TRC-2X400, TRC-250H, TRC-400H, TRC-500H, TRC-600, TRC-4XC26C, TRC-4XC27C, TRC-4XC29E, TRC-4C30E	6	3 1/2	Chevrolet 216
1939–48	TRF-2X250, TRF-2X400, TRF-2X250CO, TRF-2X400CO, TRF-18-5E, TRF-18-5EO, TRF-18-5S, TRF-18-5SCO, TRF-400H, TRF-500H, TRF-600, TRF-4XC26F, TRF-4XC29E, TRF-4XC27F, TRF-4XC30E, TRF-4XD26F, TRF-4XD27F, TRF-4XD29EO, TRF-4XD30EO, TRF-4XD31EO, TRF-4XF26F, TRF-4XF27F, TRF-4X29E, TRF-4X30E, TRF-4XF29E, TRF-4XF30E, F18-5, F2X26, F2X27, F2X34, F4X26, F4X29, F4X30, F18-5, F19-5-O	8	3 3/16	Ford V8
1941–48	TRC-2X400, TRC-2X400CO, TRC-4XC26C, TRC-4XD26C, TRC-4XC27C, TRC-4XD27CO, TRC-4XC30E, TRC-4XD30E, TRC-4XD31EO, TRC-18-5, TRC-18-5CO, TRC-35BM, TRC-35BMO, TRC-40BM, TRC-40BMO, C18-5, C2X26, C2X28, C2X34, C4X26, C4X29, C19-5-O	6	3 9/16	Chevrolet 235
1941–46	TRF-18-5S, TRF-18-5SCO	6	3.3	Ford 90 H.P.

PRINTED IN U.S.A.

for TRUCKSTELL TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1938	F2X250, F2X400, TRF-2X250, TRF-2X400, TRF-400H, TRF-500H, TRF-600 (Ford V8):	8	3 1/16						
	For 3-Ring Aluminum and Steel Slipper Type Pistons			16–3/32	8–5/32	L201	4201	1501	501
				Chrome Rebore-Rebuild Set C4201					
	For 3-Ring Solid Skirt Dome Head Steel Pistons			16–3/32	8–5/32	L202	4202	1502	501
				Chrome Rebore-Rebuild Set C4202					
	For 4-Ring Pistons			16–3/32	16–5/32	L270	4270	1570	570
				Chrome Rebore-Rebuild Set C4270					
	☛ Set Nos. L202, 1502, 4202, C4202 supplied only in Standard and .020 Oversize; when .030, .040 and .060 Oversizes are desired, use Set Nos. L201, 1501, 4201, C4201.								
1938–40	TRC-2X250, TRC-2X400, TRC-250H, TRC-400H, TRC-500H, TRC-600, TRC-4XC26C, TRC-4XC27C, TRC-4XC29E, TRC-4C30E (Chev. 216)	6	3 1/2	12–1/8	6–3/16	L205	4205	1505	505
				Chrome Rebore-Rebuild Set C4205					
1939–47	TRF-2X250, TRF-2X250CO, TRF-2X400, TRF-2X400CO, TRF-4XC26F, TRF-4XC27F, TRF-4XC29E, TRF-4XC30E, TRF-4DX26F, TRF-4XD27F, TRF-4XD29EO, TRF-4XD30EO, TRF-4XD31EO, TRF-4XF26F, TRF-4XF27F, TRF-4XF29F, TRF-4XF30E, TRF-4X29E, TRF-30E, TRF-18-5E, TRF-18-5EO, TRF-18-5S, TRF-18-5SCO, TRF-400H, TRF-500H, TRF-600, F2X26, F2X27, F2X27-O, F2X34, F2X34-O, F4X26, F4X27, F4X27-O, F4X29, F4X30, F18-5, F19-5-O (Ford V8):	8	3 3/16						
	For 3-Ring Pistons			16–3/32	8–5/32	L248	4248	1548	548
				Chrome Rebore-Rebuild Set C4248					
	For 4-Ring Pistons			16–3/32	16–5/32	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					
1941–47	TRC-2X400, TRC-2X400CO, TRC-4XC26C, TRC-4XC27C, TRC-4XC30E, TRC-4XD26C, TRC-4XD27CO, TRC-4XD30E, TRC-4DX31EO, TRC-18-5, TRC-18-5CO, TRC-35BM, TRC-35BMO, TRC-40BM, TRC-40BMO, C2X26, C2X28, C2X34, C2X34-O, C4X26, C4X27, C4X27-O, C4X29, C18-5, C19-5-O (Chev. 235)	6	3 9/16	12–1/8	6–3/16	L336	4336	1636	636
				Chrome Rebore-Rebuild Set C4336					
1941–46	TRF-18-5S, TRF-18-5SCO (Ford 6)	6	3.3	12–3/32	6–3/16	L338	4338	1638	638

Listed with (M-M) Minneapolis-Moline for TWIN CITY

for TWIN COACH

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–36	Door to Door Delivery, TCD, 96-D 1½ Ton (Herc. OOB):	4	3¾	12–1⅛	4–3/16	L861	4861		1861
1932–35	15, 15-20, 19, Pass. Bus; 1½-2 Ton Delivery (Herc. JXC):	6	3¾	18–1⅛	6–3/16	L862	4862		1862
1933–36	Door to Door Delivery, 25-D, Delivery Unit, ¾-1 Ton. (Herc. IXA):	4	3	8–1⅛	4–3/16	L833	4833		1833
1934–36	76-D, 1 Ton Delivery Unit (Herc. IXB)	4	3¼	8–1⅛	4–3/16	L1312	5312		2312
1934–40	30; 30A, 30AS, 30AS-P, 30G, 30R, 31R; 40; 26-40 Pass. Bus. (Herc. WXRT and WXLRT)	6	4¼	18–1⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1935–36	23, 23-P, 23S, 23 Pass. Bus (Herc. JXDT)	6	4	18–1⅛	6–3/16	L858	4858		1858
1935–36	37-R, 40R, 37-40 Pass. Bus (Herc. RXCT)	6	4⅝	24–1⅛	6–3/16		4921		1921
1935–40	23R, 23G, 23 Pass. Bus (Herc. JXDTR)	6	4	18–1⅛	6–3/16	L858	4858		1858
1938	GU, Bus (Herc. QXC3):	6	3⅜						
	For Iron Pistons			18–1⅛	6–3/16	L801	4801		1801
	For Aluminum Pistons			18–1⅛	6–3/16	L394	4394		694
1939	GU, Bus (Herc. JXCT):	6	3¾	18–1⅛	6–3/16	L862	4862		1862
1939	35G, 35R, 35RL, 40RC, 41RL, Bus (Herc. RXLCT)	6	4⅝	18–1⅛	12–3/16		5333		2333
1940	35RLDE, 35GDE, 41RLDE, 41GDE, Bus (Herc. Diesel DRXB)	6	4⅜	24–1⅛	12–¼	L1298	5298		2298
1940–42	35RLDE, 35GDE, 41RLDE, 41GDE, Bus (Herc. Diesel DRXC)	6	4⅝	24–1⅛	12–¼		5299		2299
1940–42	41G, 41RL, Bus (Herc. RXLDT):	6	4¾						
	For Pistons with one 3/16" Oil Ring			24–1⅛	6–3/16		4449		749
	For Pistons with two 3/16" Oil Rings			18–1⅛	12–3/16		5025		2025
	For pistons with one ⅛ Comp. Ring			6–3/32					
	For pistons with two ⅛ Comp. Rings			6–⅛	12–3/16		42541		12541
				6–3/32					
				12–⅛	12–3/16		42573		12573
1940	27R, 27RG, 30G, 30R, 31G, 31RL, Bus (Herc. WXC3 and WXLC3):	6	4¼						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–1⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1946–48	34S, 34SW, 38S, 41D, 41S, 44D, 44S, 58D (FTC-180 Engine)	6	4¼	18–3/32	6–3/16	L2579	42579		12579

MOTOR PARTS

☞ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1935–36	23, 23-P, 23S, 23 Pass. Bus	6	4	Hercules JXDT
1935–36	37-R, 37 Pass. Bus; 40-R, 40 Pass. Bus	6	4⅝	Hercules RXCT
1935–40	23R, 23G, 23 Pass. Bus	6	4	Hercules JXDTR
1935–40	30-R, 30G, 31R Bus	6	4¼	Hercules WXLRT
1938	GU, Bus	6	3⅜	Hercules QXC3
1939	GU, Bus	6	3¾	Hercules JXCT
1939	35G, 35R, 35RL, 40RC, 41RL, Bus	6	4⅝	Hercules RXLCT
1940	35RLDE-35GDE, 41RLDE-41GDE, Bus	6	4⅜	Hercules DRXB
1940–42	35RLDE-35GDE, 41RLDE-41GDE, Bus	6	4⅝	Hercules DRXC
1940–42	41G, 41RL, Bus	6	4¾	Herc. RXLDT
1940	27R, 27RG, Bus	6	4¼	Hercules WXC3
1940	30G, 30R, 31G, 31RL	6	4¼	Herc. WXLC3

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for WALLIS TRACTOR Listed with Massey-Harris

for WALTER TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–39	FBD, FBRD, FBL, FBS, FBRL, FBRS, 2-20 Ton (Wauk. 6RB)	6	5	18–5/32	6–3/16		4445		745
1931–39	FN, FND, 2½-4 Ton (Wauk. 6MK):	6	4 1/8	18–1/8	6–3/16	L458	4458		758
1931–39	FM, FMD, FKD, 3½-6 Ton (Wauk. 6SRL)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1932–39	FCD, FCL, FCS, FCKD, FKM, FKMD, 5-7 Ton (Wauk. 6SRK):	6	4 5/8						
	For 3-Ring Iron Pistons			12–1/4	6–1/4		4470		770
	For 4-Ring Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771
1935–36	FZN, 3½-4 Ton (Wauk. 6MZ):	6	4 1/4						
	For 3-Ring Iron Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Iron & Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1935–38	FQS, 3-5 Ton (Wauk. 6-110)	6	4	18–1/8	6–3/16	L848	4848		1848
1935–38	FJS, FJMT, 4-6 Ton (Wauk. 6-125)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1939–41	ADB, ADBS, ADV, AMO, ADVD, 5-20 Ton (Cummins-Diesel HB6):	6	4 7/8						
	For 4-Ring Pistons			18–1/8	6–3/16		4947		1947
	For 5-Ring Pistons			18–1/8	12–3/16		4948		1948
1939–41	ADK, ADKD, 5-7 Ton (Herc. Diesel DRXB)	6	4 3/8	24–1/8	12–1/4	L1298	5298		2298
1939–46	AXBS, FXS, FXR, FXBS, 5-8 Ton (Herc. HXE)	6	5 3/4	18–5/32	6–1/4				2305
1940–46	FN (Wauk. 6MKR):	6	4 1/8	18–1/8	6–3/16	L458	4458		758
1940–46	FB, FBR, FBS (Wauk. 6RBR)	6	5	18–5/32	6–3/16		4445		745
1940–48	FC, FCS, FCK, FCR, FCKD, FKM, FKMD (Wauk. 6SRKR):	6	4 5/8						
	For 3-Ring Iron Pistons			12–1/4	6–1/4		4470		770
	For 4-Ring Iron & Aluminum Pistons			18–5/32	6–3/16		4471		771
1940–46	FM (Wauk. 6SRLR)	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1944–48	FN, FLM, FZM (Wauk. 6MZR):	6	4 1/4						
	For 3-Ring Iron Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Iron & Aluminum Pistons			18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1942–48	FCKD, FGB, FGR, FGRS (Wauk. 145GK)	6	5 1/4	18–3/16	6–1/4				*12542

NOTE: *Set No. 12542 contains Keystone Rings for all grooves.

for WALTER TRUCK
MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1930–39	FBD, 2-15T; FBRD, 15-20T; FBD, FBL, FBS, 5-8T; FBRD, FBRL, FBRS, 7-10T	6	5	Waukesha 6RB
1931–39	FN, FND, 2½-4T	6	4⅛	Waukesha 6MK
1931–39	FM, FMD, 3½-5T; FKD 4-6T	6	4⅜	Waukesha 6SRL
1932–39	FCKD, FCD, FCL, FCS, FKM, FKMD, 5-7T	6	4⅝	Waukesha 6SRK
1935–36	FZN, 3½-4T	6	4¼	Waukesha 6MZ
1935–38	FQS, 3-5T	6	4	Waukesha 6-110
1935–38	FJS, FJMT, 4-6T	6	4⅜	Waukesha 6-125
1939–41	ADB, ADBS, ADV, AMO, ADVD, 5-20 Ton	6	4⅞	Cummins (Diesel) HB6, 150 H. P.
1939–41	ADK, ADKD, 5-7 Ton	6	4⅜	Hercules (Diesel) DRXB
1939–46	AXBS, 5-8 Ton; FXS, FXR, FXBS	6	5¾	Hercules HXE
1938–40	FND, 3-4 Ton	6	4⅛	Waukesha WMK
1939	FBS, FBRS, 5-7 Ton	6	5	Waukesha WRB
1939–40	FMD, 4-5 Ton	6	4⅜	Waukesha WSRL
1940	FBRS	6	5	Waukesha WRB
1940–46	FN	6	4⅛	Wauk. 6MKR
1940–46	FB, FBR, FBS	6	5	Wauk. 6RBR
1940–46	FC, FCS, FCK, FCR, FCKD, FKM, FKMD	6	4⅝	Wauk. 6SRKR
1940–47	FM	6	4⅜	Wauk. 6SRLR
1944–47	FN, FZM	6	4¼	Waukesha 6MZR
1944–47	FGB, FCKD, FGR, FGRS	6	5¼	Waukesha 145GK

for WARD-LaFRANCE BUS & TRUCK
MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1930–36	25R18, 30R18, 30R19, 30R21, 30R26, 30RD, 3-4T; 30R23, 30RM, 30RU, 3½-5T; 340, 340-TM, 7½T	6	4⅛	Waukesha 6MK
1930–36	25R-13, 25R-14, 2-2½T; 25R, 25R-16, 2½-3T	6	4	Waukesha 6ML
1930–36	75D, 440TR, 15T (6 wh.); 75R, 75RW, 5T; 75RH, 75RWS, 100R, 100RW, 6-10T; 75D, 7T; 75RW, 47B, 47-48 Pass	6	5	Waukesha 6RB
1930–38	50D, 70C, 7T, 335RWS, 50D, 7½-10T; 35R; 4E6, 3½-6T; 45D, 4½T; 50C, 50D, 10T; K, 136, 5-6T; 45R, 45RD, 4T; 320, 30R-20, 3-4T; 29A, 29 Pass.	6	4⅜	Waukesha 6SRL
1933–36	75CW, 75CW-T, 440TC, 15T; 100-CW, 100CW-T, 20T	6	4⅞	Cum. Diesel 6H
1933–38	156, 7½T; 400T5, 12T	6	4⅜	Waukesha 6-125
1933–38	55RH, 55RWS, K, 7½T; L, 7½-9T; 55SW, 35 Pass. Bus	6	4⅝	Waukesha 6SRK
1936–38	H, ¾T; 125, 3-4T; J, 131, 5T	6	4¼	Waukesha 6MZ
1936–38	LD, 176D, 15T; MD, 210D, 20T	6	4⅞	Cum. Diesel HB6
1936	H	6	4¼	Hercules WXC3
1936	J	6	4⅝	Hercules YXC3
1936	L	6	4⅝	Hercules RXC
1937–38	127D, 3-4T	6	4	Buda (Diesel) 6D-415
1937–38	137D, 5-6T	6	4¼	Buda (Diesel) 6D-468
1937–38	138D, 5-6T; 156D, 7½T	6	4⅜	Hercules (Diesel) DRXB
1940–46	176D, 201D, D-5, FD-2, LD, MD	4-6	4⅞	Cum-Diesel HB600
1940–46	125, 128, 131, C.O.E., H, J	6	4¼	Waukesha 6MZR
1940–46	55RH, 156S, 158, 204, L	6	4⅝	Waukesha 6SRKR
1940–46	136, 156, K	6	4⅜	Waukesha 6SRLR
1941–46	127D	6	4	Cum.-Diesel AA6
1942–46	108	6	3¾	Waukesha 6BK
1940–46	204, 201	6	5	Waukesha 6GAK
1945–47	D-1, D-1C	6	4 5/16	Cont. B6427
1945–47	D-1B, FD-0	6	4½	Cont. 22R
1945–47	D2	6	4½	Cont. R6513
1945–47	D5, FD-2	6	4⅞	Cum.-Diesel HB600
1947	D3-S	6	4⅞	Cont. R6602

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for WARD-LA FRANCE BUS & TRUCK PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–36	25R18, 30R18, 30R19, 30R21, 30R26, 30RD, 30R23, 30RM, 30RU, 340, 340-TM, 3-7½ Ton (Wauk. 6MK):	6	4⅛	18–⅛	6–3/16	L458	4458		758
1930–36	25R, 25R-13, 25R-14, 25R-16, 2-3 Ton (Wauk. 6ML):	6	4						
	For 3-Ring Pistons			12–3/16	6–3/16	L419	4419		719
	For 4-Ring Pistons			18–⅛	6–3/16	L848	4848		1848
1930–36	75D, 75R, 75RW, 75RH, 47B, 440TR, 100R, 100RW, 5-15 Ton (Wauk. 6RB)	6	5	18–5/32	6–3/16		4445		745
1930–38	35R, 45D, 45R, 45RD, 50D, 50C, 30R-20, 70C, 335RWS, 4E6, 136, 320, 3½-10 Ton; 29A, 29 Pass. (Wauk. 6SRL):	6	4⅜	18–⅛	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1933–38	156, 400, T5, 7½-12 Ton (Wauk. 6-125)	6	4⅜	18–⅛	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1933–38	55RH, 55RWS, 55SW, K, L, 7½-9 Ton; 35 Pass. Bus (Wauk. 6SRK):	6	4⅝						
	For 3-Ring Pistons			12–¼	6–¼		4470		770
	For 4-Ring Pistons			18–5/32	6–3/16		4471		771
1936–38	H, J, 125, 131, ¾-5 Ton (Wauk. 6MZ):	6	4¼						
	For 3-Ring Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Pistons			18–⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1936–43	LD, MD, 176D, 210D, 15-20 Ton (Cummins Diesel HB6):	6	4⅞						
	For 4-Ring Pistons			18–⅛	6–3/16		4947		1947
	For 5-Ring Pistons			18–⅛	12–3/16		4948		1948
1936	H (Herc. WXC3):	6	4¼						
	For Iron Pistons			18–3/16	6–3/16	L1348	5348		2348
	For Aluminum Pistons			18–⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1936	J (Herc. YXC3):	6	4⅝						
	For Iron Pistons			18–3/16	6–3/16		5330		2330
	For 4-Ring Aluminum Pistons			18–⅛	6–3/16		5362		2362
	For 5-Ring Aluminum Pistons			24–⅛	6–3/16		4921		1921
1936	L (Herc. RXC):	6	4⅝						
	For 4-Ring Iron Pistons			18–3/16	6–3/16		5330		2330
	For 5-Ring Aluminum Pistons			24–⅛	6–3/16		4921		1921
1937–38	127D, 3-4 Ton (Buda 6D-415 Diesel)	6	4	18–⅛					
				6–3/16	12–3/16	L1422	5422		2422
1937–38	137D, 5-6 Ton (Buda 6D-468 Diesel)	6	4¼	12–⅛					
				12–3/16	12–3/16	L1424	5424		2424
1937–38	138D, 156D, 5-7½ Ton (Herc. DRXB Diesel)	6	4⅜	24–⅛	12–¼	L1298	5298		2298
1940–43	125, 128, 131H, COE, J (Wauk. 6MZR):	6	4¼						
	For 3-Ring Pistons			12–3/16	6–3/16	L456	4456		756
	For 4-Ring Pistons			18–⅛	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
1940–43	55RH, 156S, 158, 204, L (Wauk. 6SRKR):	6	4⅝						
	For 3-Ring Pistons			12–¼	6–¼		4470		770
	For 4-Ring Pistons			18–5/32	6–3/16		4471		771
1940–43	136, 156, K (Wauk. 6SRLR)	6	4⅜	18–⅛	6–3/16	L933	4933		1933
				Chrome Rebore-Rebuild Set C4933					
1941–46	127D (Cummins Diesel A600)	6	4	18–⅛	6–3/16	L1161	5161		2161

(Continued on next page)

for WARD-LA FRANCE BUS & TRUCK
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1942–46	108 (Wauk. 6BK):	6	3¾						
	For Iron Pistons			18–⅛	6–3/16	L862	4862		1862
	For Aluminum Pistons			18–⅛	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
1942–46	201, 204 (Wauk. 6GAK)	6	5½	18–⅛	6–3/16		4454		754
1945–48	D2 (Cont. R6513)	6	4½	18–3/32	6–¼ 6–3/16	L2563	42563		12563
1945–48	D1, D1-C (Cont. B6427)	6	4 5/16	18–⅛	6–¼ 6–3/16	L391	4391		691
1945–48	D1-B, FD-O (Cont. 22R)	6	4½	18–5/32	6–¼	L386	4386		686
1945–48	D-5, FD-2 (Cumming-Diesel HB600)	6	4⅞	18–⅛ 18–⅛	6–3/16 12–3/16		4947 4948		1947 1948
1947–48	D-3S (Cont. R6602)	6	4⅞	18–3/32	6–¼ 6–3/16		42580		12580
1947–48	D-2Z (Wauk. 140GZ)	6	4⅝	18–5/32	12–3/16		42618		12618
1948	D3 (Cont. R6572)	6	4¾	18–3/32	6–¼ 6–3/16		42561		12561

for WARFORD TRUCK
PISTON RING SETS

1939–46	BC-9, BC-9X, WC-2 (Chev. 216 Engine)	6	3½	12–⅛	6–3/16	L205	4205	1505	505
				Chrome Rebore-Rebuild Set C4205					
1939–46	EB9, DC2 (Ford V8):	8	3 1/16						
	For 3-Ring Aluminum and Steel Slipper Type Pistons			16–3/32	8–5/32	L201	4201	1501	501
				Chrome Rebore-Rebuild Set C4201					
	For 3-Ring Solid Skirt Dome Head Steel Pistons			16–3/32	8–5/32	L202	4202	1502	501
				Chrome Rebore-Rebuild Set C4202					
	For 4-Ring Pistons			16–3/32	16–5/32	L270	4270	1570	570
				Chrome Rebore-Rebuild Set C4270					

☛ Set Nos. L202, 1502, 4202, C4202 supplied only in Standard and .020 Oversize; when .030, .040 and .060 Oversizes are desired, use Set Nos. L201, 1501, 4201, C4201.

1939–46	EB-9X, DC1 (Ford V8):	8	3 3/16						
	For 3-Ring Pistons			16–3/32	8–5/32	L248	4248	1548	548
				Chrome Rebore-Rebuild Set C4248					
	For 4-Ring Pistons			16–3/32	16–5/32	L348	4348	1648	648
				Chrome Rebore-Rebuild Set C4348					
1941–46	WC-1 (Chev. 235 Engine)	6	3 9/16	12–⅛	6–3/16	L336	4336	1636	636
				Chrome Rebore-Rebuild Set C4336					

MOTOR PARTS

☛ After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1939–46	BC-9, BC-9X	6	3½	Chevrolet 216
1939–46	EB9, DC2	8	3 1/16	Ford V8
1939–46	EB-9X, DC1	8	3 3/16	Ford V8
1941–46	WC-2	6	3½	Chevrolet 216
1941–46	WC-1	6	3 9/16	Chevrolet 235

PRINTED IN U.S.A.

for WAUKESHA MOTOR
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	CHK	4	5 1/8	12–3/16	4–3/16		4398		698
	CHS, DK, DKR, DK4, DXR	4	4 3/4	12–3/16	4–3/16		4864		1864
	CR, CU	4	4 3/8	8–1/4	4–1/4	L891	4891		1891
	CS, CSR	4	4 1/4	12–3/16	4–3/16	L845	4845		1845
	DR, DU (For Iron Pistons)	4	4 1/2	8–1/4	4–1/4	L897	4897		1897
	ER, EU, EUL	4	5	8–1/4	4–1/4		4402		702
	FC, FK:	4	3 1/4						
	Concave Head Pistons			8–1/8	4–3/16	L403	4403		703
	Flat Head Pistons			8–1/8	4–3/16	L824	4824		1824
	Pistons with 3/32" Comp. Ring Grooves			12–3/32	4–3/16	L1144	5144		2144
	FCS, FS, FSJ	4	2 3/4	8–1/8	4–3/16	L405	4405		705
	FL, FCL, FLJ	4	3	8–1/8	4–3/16	L833	4833		1833
	FU	4	4	8–1/4	4–1/4	L915	4915		1915
	GU	4	5 3/8	12–1/4	4–1/4		4408		708
	HAH Diesel	4	5	12–1/4	4–1/4		4409		709
	HBKH Diesel	4	6	12–3/16	4–1/4				710
	HBSH Diesel	4	5	12–3/16	4–3/16		4411		711
	HL, JL, JLL, 4-95 Diesel	4	6	12–1/4	4–1/4				715
	HLH, HLHV, HLL Diesel	4	6	12–1/4	4–1/4				712
	HS, JS, 4-80	4	5 1/2	12–1/4	4–1/4		4413		713
	JK, 4-115	4	6 1/2	12–1/4	4–1/4				714
	JZ	4	6 3/4	8–1/4	4–1/4				716
	M, MU4, MU7, N, NU4, NU4R	4	4 1/2	8–1/4	4–1/4	L897	4897		1897
	R, RM, RU4, RU4R	4	4 1/4	8–1/4	4–1/4	L910	4910		1910
	V	4	4	8–3/16	4–3/16	L822	4822		1822
	VBKH Diesel	4	4 1/2	12–1/8	4–1/4	L420	4420		720
	VBZH Diesel	4	4 5/8	12–1/8	4–1/4		4421		721
	VIH, VIL	4	4 3/8	12–3/16	4–3/16	L422	4422		722
	VIK:	4	4 1/2						
	Flat Head Piston			12–3/16	4–3/16	L423	4423		723
	Concave Head Piston			12–3/16	4–1/4	L424	4424		724
	VIKH Diesel	4	4 1/2	12–3/16	4–3/16	L423	4423		723
	VIM:	4	4 1/4						
	1/4" Oil Rings			12–3/16	4–1/4	L838	4838		1838
	3/16" Oil Rings			12–3/16	4–3/16	L845	4845		1845
	VIS	4	4 1/8	12–3/16	4–3/16	L867	4867		1867
	VK (4 Ring Pistons)	4	4 1/4	12–1/8	4–3/16	L428	4428		728
	WAL	6	5 3/4	18–3/16	6–1/4				799

(Continued on next page)

for WAUKESHA MOTOR
PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	WAK	6	6 1/4	18–3/16	12–1/4				2455
	WFH, WBFH Diesel	4	6 1/2	12–1/4	4–1/4				729
	X, XA (3-Ring Pistons)	4	3 1/2	8–3/16	4–3/16	L832	4832		1832
	XAH, 4-55	4	3 5/8	12–1/8	4–3/16	L828	4828		1828
	XAK	4	3 3/4	12–1/8	4–3/16	L431	4431		731
	XAKH, XBKH, 130HS, Diesel	4	3 3/4						
	1/8" Comp. Rings			12–1/8	4–1/4	L432	4432		732
	3/16" Comp. Rings			12–3/16	4–1/4				*781
	6A, 6AB, 6AL:	6	4 1/2						
	3-Ring Iron Pistons			12–3/16	6–3/16	L434	4434		734
	4-Ring Iron & Aluminum Pistons			18–1/8	6–3/16	L889	4889		1889
	Aluminum Piston with 5/32" Comp. Rings			18–5/32	6–3/16	L436	4436		736
	6BA	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
	6BK:	6	3 3/4						
	Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set C4816					
	Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	6BKH Diesel	6	3 3/4	18–1/8	6–3/16	L862	4862		1862
	6BL:	6	3 1/2	18–1/8	6–3/16	L442	4442		742
	6BM:	6	3 5/8						
	Steel Strut Aluminum Pistons			18–1/8	6–3/16	L847	4847		1847
				Chrome Rebore-Rebuild Set C4847					
	All-Aluminum Pistons			6–1/8					
				12–1/4	6–3/16	L1321	5321		2321
	6BZ	6	4	18–1/8	6–3/16	L848	4848		1848
	6DHK Iron Pistons	6	5	18–5/32	6–3/16		4445		745
	6DHS (Iron Pistons)	6	4 1/2	18–5/32	6–3/16	L436	4436		736
	6D100, 6DA100 Diesel	6	4 3/8	18–1/8	12–3/16	L448	4448		748
	6D125	•6	4 3/4	18–1/8	6–1/8				
					6–3/16		4449		749
	6D140	6	5	18–1/8	6–1/8				
					6–3/16		4450		750
	6EK, 6EKH Diesel	6	7	18–1/4	6–1/4				752
	6ELH Diesel	6	6 1/2	18–1/4	6–1/4				753
	6GAK	6	5 1/2	18–1/8	6–3/16		4454		754
	6GAL	6	5	18–1/8	12–3/16		4956		1956
				Chrome Rebore-Rebuild Set C4956					
	6HB, 6HL:	6	4 1/4						
	Iron Pistons			12–3/16	6–3/16	L456	4456		756
	6K, 6KL, 6KS	6	4	12–3/16	6–3/16	L419	4419		719
	6KU (4-Ring Pistons)	6	4 1/4	18–1/8	6–3/16	L496	4496		796
	6LRO	6	8 1/2	24–1/4	6–1/4				757
	6MK, 6MKR:	6	4 1/8	18–1/8	6–3/16	L458	4458		758

NOTE: Set No. 781 contains Keystone Rings for all grooves.

(Continued on next page)

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for WAUKESHA MOTOR

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	6ML:	6	4						
	3-Ring Iron Pistons			12–3/16	6–3/16	L419	4419		719
	4-Ring Pistons			18–1/8	6–3/16	L848	4848		1848
	6MS:	6	3 3/4						
	Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	Aluminum Pistons			18–1/8	6–3/16	L816	4816		1816
	Chrome Rebore-Rebuild Set C4816								
	6MZ, 6MZR:	6	4 1/4						
	3-Ring Iron Pistons			12–3/16	6–3/16	L456	4456		756
	4-Ring Pistons			18–1/8	6–3/16	L888	4888		1888
	Chrome Rebore-Rebuild Set C4888								
	6RB, 6RBR	6	5	18–5/32	6–3/16		4445		745
	6SRK, 6SRKR:	6	4 5/8						
	3-Ring Iron Pistons			12–1/4	6–1/4		4470		770
	4-Ring Pistons			18–5/32	6–3/16		4471		771
	6SRL, 6SRLR:	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
	Chrome Rebore-Rebuild Set C4933								
	6SRS:	6	4 1/8	18–1/8	6–3/16	L458	4458		758
	6TL, 6-90:	6	3 3/8						
	Aluminum Pistons			18–1/8	6–3/16	L801	4801		1801
	Iron Pistons			12–3/16	6–3/16	L485	4485		785
	6TS	6	3 1/8	18–1/8	6–3/16	L854	4854		1854
	6XK:	6	3 3/4						
	3-Ring Iron Pistons			12–3/16	6–3/16	L370	4370		670
	4-Ring Iron Pistons			18–1/8	6–3/16	L862	4862		1862
	6XL (3-Ring Pistons)	6	3 1/2	12–3/16	6–3/16	L430	4430		730
	6ZK, 6ZKA:	6	3 3/8						
	3-Ring Pistons			12–3/16	6–3/16	L485	4485		785
	4-Ring Pistons			18–1/8	6–3/16	L801	4801		1801
	6ZL	6	3 1/4	12–3/16	6–3/16	L495	4495		795
	6-110	6	4	18–1/8	6–3/16	L848	4848		1848
	6-125	6	4 3/8	18–1/8	6–3/16	L933	4933		1933
	Chrome Rebore-Rebuild Set C4933								
	140GK	6	4 1/2	18–1/8	6–3/16	L497	4497		797
	140GZ	6	4 5/8	18–5/32	12–3/16		45618		12618
	145GK	6	5 1/4	18–3/16	6–1/4				*12542
	145GS	6	4 3/4	18–3/16	6–1/4				*12543
	150	2	3	4–1/8	2–5/32	L494	4494		794
	151	2	3	4–1/8	2–5/32	† L2537			†12537

NOTE: *Sets No. 12542 and 12543 contain Keystone Rings for all grooves.
†Sets No. 12537 and L2537 contain Keystone Rings for grooves 1 and 2.

for WAUKESHA MOTOR
PISTON, PIN & SLEEVE ASSEMBLY

FINDING INDEX. Use This Index to Find Number Where the Parts for the Motor Are Listed.

Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.
DR	1	VIH	7	XA	12	6BM	18	6MLR	24	6SRS	27		
DU	1	VIK	8	XAH	13	6BZ	19	6MS	23	6XL	12		
FC	2	VIKH	9	XAKH	14	6DHK	20	6MZ	24	6ZK	28		
FCL	3	VIL	7	XBKH	14	6KL	4	6MZR	24	6ZKA	28		
FK	2	VIM	10	4-55	13	6KS	4	6SRK	25	6-110	29		
V	4	VIS	11	6BK	15	6MK	21	6SRKR	25	6-125	30		
VBKH	5	VK	14	6BKH	16	6MKR	21	6SRL	26				
VBZH	6	X	12	6BL	17	6ML	22	6SRLR	26				

LINE No.	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1	DR, DU	4	4 1/2	2–1/4	1–1/4	Alum. Piston	W-7044	Osc.	.....
2	FC, FK	4	3 1/4	2–1/8	1–3/16	P-1160X	W-9314	LR-57	WB-1917
				2–1/8	1–3/16	P-1182X	W-9314	LR-57	WB-1917
				3–3/32	1–3/16	→Rings for Factory Piston			
	☛P-1160X has a Concave Head. P-1182X has a Flat Head.								
3	FL, FCL	4	3	2–1/8	1–3/16	P-1090X	W-9255	LR-57	WB-1917
4	V, 4 cyl.; 6KL, 6KS, 6 cyl.	4–6	4	2–3/16	1–3/16	P-872X	W-9218	Osc.	.....
5	VBKH	4	4 1/2	3–1/8	1–1/4	.....	W-9282	.....	WB-1800
6	VBZH Diesel	4	4 5/8	3–1/8	1–1/4	.....	W-9282	.....	WB-1800
7	VIH, VIL	4	4 3/8	3–3/16	1–3/16	.....	W-9282	.....	WB-1800
8	VIK	4	4 1/2	.....	.....	SA-98 With PR-11 Packing Ring.			
				3–3/16	1–3/16	P-1252X	W-9282	SS-210	WB-1800
				.....	.....	SA-97 With PR-11 Packing Ring.			
				3–3/16	1–1/4	P-1251X	W-9282	SS-210	WB-1800
	☛P-1251X is a 17/64" Deep Concave Head Piston.								
9	VIKH Diesel	4	4 1/2	3–3/16	1–3/16	Iron Piston	W-9282	.....	WB-1800
				3–3/16	1–3/16	Alum. Piston	.....	.....	WB-1800
10	VIM	4	4 1/4	.....	.....	SA-96 With PR-11 Packing Ring.			
				3–3/16	1–1/4	P-1250X	W-9156	SS-210	WB-1800
				3–3/16	1–3/16	→Rings for Early Type Pistons.			
11	VIS	4	4 1/8	.....	.....	SA-15 With PR-11 Packing Ring.			
				3–3/16	1–3/16	P-998X	W-9156	SS-210	WB-1800
12	X, XA, 4 cyl.; 6XL, 6 cyl. (Gray Iron Piston; 740 Pin Dia., Oscillating Type)	4–6	3 1/2	2–3/16	1–3/16	P-873X	W-8073	Osc.	.....
				3–1/8	1–3/16	→Rings for Factory Pistons.			
13	XAH, 4-55	4	3 5/8	3–1/8	1–3/16	P-989X	W-9146	LR-21	WB-1826
14	XAKH, XBKH, Diesel	4	3 3/4	3–1/8	1–1/4	.....	W-9146	LR-21	WB-1826
				3–3/16	1–1/4	.....	W-9146	LR-21	WB-1826
15	6BK	6	3 3/4						
	For Aluminum Piston	....	....	3–1/8	1–3/16	P-248AX	W-9303	LR-66	WB-1847
	For Gray Iron Piston; Lock Ring Type Pin	....	....	3–1/8	1–3/16	.....	W-9303	LR-66	WB-1847
	For Gray Iron Piston; Plug Type Pin	....	....	3–1/8	1–3/16	P-1137X	.....	Plug	WB-1847
	☛P-248AX is a Heavy Duty Aluminum Piston.								
16	6BKH Diesel	6	3 3/4	3–1/8	1–3/16	.....	W-9303	LR-66	WB-1847

(Continued on next page)

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for WAUKESHA MOTOR

PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

LINE No.	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
17	6BL	6	3 1/2	3–1/8	1–3/16	P-302AX	W-9370	.....	WB-1847
				3–1/8	1–3/16	Iron Piston	W-9370	.....	WB-1847
	☛P-302AX is a Heavy Duty Aluminum Piston.								
18	6BM	6	3 5/8						
	For Steel Strut Aluminum Piston	....	....	3–1/8	1–3/16	P-219NX	.....	LR-66	WB-1847
	For All Aluminum Type Piston	....	....	1–1/8 2–1/4	1–3/16	.....	.....	LR-66	WB-1847
	☛P-219NX is an Autothermic Nelson Bohnalite Original Type Piston.								
19	6BZ	6	4	2–1/8 1–1/4	1–3/16	→Rings for Iron Piston.			
				3–1/8	1–3/16	P-241AX	.....	Plug	WB-1847
20	6DHK (Gray Iron Piston)	6	5						
	Standard Compression	....		3–5/32	1–3/16	.....	W-9240	LR-43	WB-1859
	10,000 Ft. Altitude	....	....	.....	.....	SA-100 With PR-15 Packing Ring.			
				3–5/32	1–3/16	P-1253X	W-9240	LR-43	WB-1859
21	6MK, 6MKR	6	4 1/8						
	For Gray Iron Piston; Oscillating Type Pin	....	....	3–1/8	1–3/16	P-1162X	W-9218	Osc.	.....
				2–3/16	1–3/16	→Rings for 3-Ring Factory Piston.			
	For Gray Iron Piston; Plug Type Pin	....	....	3–1/8	1–3/16	P-1163X	W-9247	Plug	WB-1847 WB-1905
	For Aluminum Piston; Plug Type Pin	....	....	3–1/8	1–3/16	P-243AX	W-9247	Plug	WB-1847
	☛P-243AX is a Heavy Duty All-Aluminum Piston.								
22	6ML	6	4						
	For Iron Piston; Oscillating Type Pin	....	....	3–1/8	1–3/16	.....	W-9218	Osc.	.....
				2–3/16	1–3/16	→Rings for 3-Ring Factory Piston.			
	For Iron Piston; Plug Type Pin	....	....	2–3/16	1–3/16	.....	.....	Plug	WB-1847 .....
	For Aluminum Piston; Plug Type Pin	....	....	3–1/8	1–3/16	P-241AX	.....	Plug	WB-1847
	☛P-241AX is a Heavy Duty Aluminum Piston.								
23	6MS	6	3 3/4						
	For Gray Iron Piston; Oscillating Type Pin	....	....	3–1/8	1–3/16	.....	.....	Osc.	.....
	For Gray Iron Piston; Plug Type Pin	....	....	3 1/8	1–3/16	P-1137X	.....	Plug	WB-1847
	For Aluminum Piston; Lock Ring Type Pin	....	....	3–1/8	1–3/16	P-248AX	W-9303	LR-66	WB-1847
	☛P-248AX is a Heavy Duty Aluminum Piston.								

(Continued on next page)

for WAUKESHA MOTOR
PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

LINE NO.	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
24	6MZ, 6MZR, 6MLR	6	4 1/4						
	For Gray Iron Piston; Oscillating Type Pin	....	....	3–1/8	1–3/16	P-1076X	W-9218	Osc.	.....
				2–3/16	1–3/16	→Rings for 3-Ring Factory Pistons.			
	For 3-Ring Gray Iron Piston; Plug Type Pin	....	....	2–3/16	1–3/16	.....	W-9371	Plug	WB-1847
	For 4-Ring Gray Iron Piston; Plug Type Pin	....	....	3–1/8	1–3/16	P-1242X	W-9371	Plug	WB-1847
	For Aluminum Piston; Plug Type Pin	....	....	3–1/8	1–3/16	P-303AX	W-9371	Plug	WB-1847
	☛P-303AX is a Heavy Duty Aluminum Piston.								
25	6SRK, 6SRKR	6	4 5/8						
	For 3-Ring Gray Iron Piston; Plug Type Pin	....	....	2–1/4	1–1/4	.....	W-9281	Plug	WB-1928
	For 4-Ring Gray Iron Piston; Plug Type Pin	....	....	3–5/32	1–3/16	.....	W-9281	Plug	WB-1928
	For 4-Ring Aluminum Piston; Plug Type Pin	....	....	3–5/32	1–3/16	.....	W-9281	Plug	WB-1928
	For 4-Ring Aluminum Piston, Lock Ring Type Pin	....	....	3–5/32	1–3/16	P-242ARX	W-9396	.....	WB-1928
	☛P-242ARX is a 4-Ring Heavy Duty Aluminum Piston.								
26	6SRL,6SRLR	6	4 3/8						
	For Gray Iron Piston; 1 3/8" Dia. Plug Type Pin	....	....	3–1/8	1–3/16	P-1216X	W-9312	Plug	WB-1928
	For Aluminum Piston; 1 3/8" Dia. Plug Type Pin	....	....	3–1/8	1–3/16	.....	W-9312	Plug	WB-1928
27	6SRS	6	4 1/8						
	For Gray Iron Piston; 1" Dia. Oscillating Type Pin	....	....	3–1/8	1–3/16	.....	W-9218	Osc.	WB-1905
	For Iron & Aluminum Piston; 1" Dia. Plug Type Pin	....	....	3–1/8	1–3/16	.....	W-9247	Plug	.....
	For Gray Iron Piston; 1 3/8" Dia. Plug Type Pin	....	....	3–1/8	1–3/16	.....	.....	Plug	WB-1928
28	6ZK, 6ZKA	6	3 3/8	3–1/8	1–3/16	P-1189X	.....	LR-57	.....
				2–3/16	1–3/16	→Rings for 3-Ring Factory Pistons.			
29	6-110	6	4	3–1/8	1–3/16	P-241AX	.....	Plug	WB-1847
	☛P-241AX is a Heavy Duty Aluminum Piston.								
30	6-125	6	4 3/8						
	For 1 3/8" Dia. Piston Pin	....	....	3–1/8	1–3/16	.....	W-9312	Plug	WB-1928

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for WAUKESHA MOTOR

VALVE ASSEMBLY

FINDING INDEX. Use This Index To Find The Line Number Where The Parts For The Motor Are Listed.

Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.
DK	1	FL	2	VKL	7	6BA	11	6MK	14	6RBR	10		
DKR	1	FS	2	XA	8	6BK	11	6MKR	15	6SRK	16		
DR	1	GU	1	XAH	8	6BL	11	6ML	14	6SRKR	17		
DU	1	V	4	XAK	8	6BM	11	6MLR	15	6SRL	18		
ER	1	VIH	6	Z	8	6BZ	11	6MS	14	6SRS	18		
EU	1	VIK	5	ZA	8	6DHK	12	6MZ	14	6XK	14		
FC	3	VIKH	6	4-55	9	6DHS	12	6MZR	15	6XL	14		
FCL	3	VIL	5	6A	1	6HB	10	6QB	10	6ZKA	19		
FCS	3	VIS	5	6AB	10	6HL	10	6QL	10				
FK	2	VK	7	6AL	10	6KL	13	6RB	10				

LINE No.	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1	DK, DKR, DR, DU, ER, EU, GU, 4 cyl.; 6A, 6 cyl.	4–6	V-584	.....	.....	.....	.....	.....	.....
2	FK, FL, FS (Drilled Valves)	4	V-922	V-922	.....	.....	.....	.....	VK-41
3	FC, FCL, FCS (Grooved Valves)	4	V-1139	V-1139	G-328	G-328	VS-321	V-321	VK-134
4	V	4	V-536	V-536	G-213	G-213	.....	.....	VK-44
5	VIK, VIL, VIS	4							
	2″ Head Dia. Exh. Valve →		V-752	V-752	G-180	G-180	VS-185	VS-185	VK-44
	1¾″ Head Dia. Exh. Valve →		V-1047	V-752	G-180	G-180	VS-185	VS-185	VK-44
6	VIH; VIKH Diesel	4	V-1047	.....	G-180	.....	.....	.....	VK-44
7	VK, VKL	4	.....	.....	G-213	G-213	.....	.....	.....
8	XA, XAH, XAK, Z, ZA, (Split Type Keeper)	4	V-675	V-675	G-172	G-172	VS-74	VS-74	VK-44
9	4-55	4	V-1127	V-1128N	.....	.....	.....	.....	VK-87
10	6AB, 6AL, 6HB, 6HL, 6QB, 6QL, 6RB, 6RBR	6	V-584	.....	.....	.....	.....	.....	.....
11	6BA, 6BK, 6BL, 6BM, 6BZ	6	V-1042	V-1043N	G-285	G-285	.....	.....	VK-113
12	6DHK, 6DHS	6	V-877	.....	G-244	G-244	.....	.....	VK-106
13	6KL	6	V-536	V-536	G-213	G-213	.....	.....	.....
14	6MK, 6ML, 6MS, 6MZ, 6XK, 6XL	6	V-661 V-1016	V-662N	G-187	G-187	VS-187	VS-187	VK-44
	☛ V-661 has 1⅞″ Dia. Head; V-1016 has 1 9/16″ Dia. Head.								
15	6MKR, 6MZR, 6MLR	6	V-1322	V-1323N	G-187	G-187	VS-187	VS-187	VK-44
16	6SRK	6	V-986	V-987N	G-186	G-186	VS-180	VS-180	VK-44
17	6SRKR	6	V-986	V-1289N	G-186	G-186	VS-180	VS-180	VK-44
18	6SRL, 6SRS	6	.....	.....	G-186	G-186	VS-180	VS-180	VK-44
19	6ZKA	6	V-1139	.....	G-328	G-328	.....	.....	.....

for WAUKESHA MOTOR
MOTOR BEARINGS & SHIMS

FINDING INDEX. Use This Index To Find The Line Number Where The Parts For The Motor Are Listed.

Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.	Motor No.	Line No.
FC	1	VBZH	3	WS	4	6BKH	9	6HB	8	6QB	8	130HS	22
FCL	1	VIH	3	X	5		18	6KK	12	6RB	8	130HL	22
FCS	1	VIK	3	XA	5	6BL	9	6KL	12	6SRK	16	140GS	23
GAK	19	VIKH	3	XAH	5		18	6KS	12		17	140GK	23
	20	VIL	3	XAKH	6	6BM	9	6KU	12	6SRKR	17	140HS	23
GAL	19	VIM	3	XBKH	6		18	6MK	13	6SRL	16	140HK	23
	20	VIS	3	Y	7	6BZ	9		14		17	145GS	24
FK	1	WAK	21	YA	7		18	6ML	13	6SRS	16	145GK	24
JK	2	WAKH	21	Z	5	6DHK	10		14	4-55	6	145HS	24
JL	2	WAL	21	ZA	5	6DHS	10	6MLR	14	4-115	2	145HK	24
JS	2	WALH	21	6AB	8	6EH	11	6MS	13	6-110	15	160	25
JZ	2	WFH	4	6BA	9	6EK	11		14	6-125	16		
NK	11	WK	4		18	6EL	11	6MZ	13		17		
NKH	11	WL	4	6BK	9	6EKH	11		14	130GS	22		
VBKH	3	WOK	4		18	6ELH	11	6MZR	14	130GL	22		

LINE No.	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
1	FC, FCL, FCS, FK	4	2846	See Note	2805	See Note	2806	See Note	2807	See Note	....	....	.....
	Bearing Shim	....	B-2194.006		....	....	....	....	....	....	....	....	.....
	☛2846 is available .002, .010, .020, .030 and .060 undersize. 2805, 2806 and 2807 are available .002, .010, .020, .030 and .060 undersize.												
2	JK, JL, JS, JZ, 4-115	4	3221 .090†		3226 .090†		3223 .090†		3223 .090†		....	....	.....
	Bearing Shims	....	B-185 1/32		....	....	B-897B 1/8		B-897B 1/8		....	....	.....
3	VBKH, VBZH, VIKH, Diesel; VIH, VIK, VIL, VIM, VIS	4	....	....	2664 .090†		2666 .090†		2665 .090†		....	....	.....
4	WK, WL, WS, WOK; WFH Diesel.	4	3221 .090†		3222 .090†		3223 .090†		3224 .090†		3225 .090†		2–4
	Bearing Shims	....	B-185 1/32		B-896B 1/8		B-897B 1/8		B-898B 1/8		B-1480B 1/8		2–4
5	X, XA, XAH, Z, ZA	4	2707	See Note									
			2965		2214 .090†		2215 .090†		2215 .090†		....	....	.....
	Bearing Shims	....	B-260 1/32		B-756 1/32		B-757 1/32		B-758 1/32		....	....	.....
	☛2707 (Flanged), available .020, and .090 undersize, is for all engines after 1935 having Flanged Rod Bearings and in earlier engines in which original Rods with Cast-in-Bearings have been replaced by Rods with Flanged Shell Type Bearings. 2965 (Not Flanged), available .002, .010, .020, and .060 undersize, is for Late Type Rods having Plain Shell Type Bearings.												
6	XAKH, XBKH Diesel; 4-55	4	2831	See Note	2832	See Note	2833	See Note	2834	See Note	....	....	.....
	Bearing Shim	....	B-1356 1/32		....	....	....	....	....	....	....	....	.....
	☛2831 is available .002, .005, .010, .020 and .060 undersize. 2832, 2833 and 2834 are available .020 and .060 undersize ONLY.												
7	Y, YA	4	2330	.090	....	....	....	....	....	....	....	....	.....
8	6AB, 6HB, 6QB, 6RB	6	....	....	2019 .090†		2019 .090†		2021 .090†		2020 .090†		3
	Bearing Shims	....	B-1511B 1/8										
			....	....	B-2905 5/64		B-2905 5/64		B-808 5/64		B-2905 5/64		3
9	6BA, 6BK, 6BL, 6BM, 6BZ; 6BKH Diesel (to Engine 405633)	6	2893	See Note	2747	See Note	2748	See Note	2749	See Note	2747	See Note	2–3–5–6
	☛2893, available .002, .010, and .060 undersize, is for use in Rods having Insert Type Bearings with one Oil Hole. 2747, 2748 and 2749 available .002, .020 and .090 undersize, are early type—for use without Dowels.												
10	6DHK, 6DHS	6	....	....	3232	.020 .090	3233	.020 .090	3234	.020 .090	3235	.020 .090	2–3–5–6
11	6EH, 6EK; 6EKH, 6EL, 6ELH; NK, NKH Diesel	6	3221 .090†		3222 .090†		3223 .090†		3224 .090†		3225 .090†		2–3–5–9
	Bearing Shim	....	B-185 1/32		....	....	....	....	....	....	....	....	.....

(Continued on next page)

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for WAUKESHA MOTOR
MOTOR BEARINGS & SHIMS

(Continued from preceding page)

LINE No.	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Undersize	FRONT MAIN Stock No.	FRONT MAIN Undersize	CENTER MAIN Stock No.	CENTER MAIN Undersize	REAR MAIN Stock No.	REAR MAIN Undersize	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Undersize	INTERMEDIATE MAIN Location
12	6KK, 6KL, 6KS, 6KU	6	....	....	2022	.090†	2023	.090†	2024	.090†	2025	.090†	2–3–5–6
	Bearing Shims	....	B-2809	1/32	B-2810	1/32	B-1504	1/32	B-1504	1/32	B-2813	1/32	2–3–5–6
13	6MK, 6ML, 6MS, 6MZ, (2 5/8" Dia. Crankshaft. Early Type Bearings with Oil Channel on O. D.)	6	....	....	2416	.090†	2417	.090†	2418	.090†	2419	.090†	2–3–5–6
14	6MK, 6ML, 6MLR, 6MS, 6MZ, 6MZR. (2 5/8" Dia. Crankshaft — Late Precision Type Main Bearings with No Oil Channel on O.D.	6	2933 2976	See Note	3283	.090	3284	.090	3285	.090	3286	.090	2–3–5–6
15	6-110 (2 7/8" Dia. Crankshaft)	6	2933 2976	See Note	2815	.090	2816	.090	2817	.090	2818	.090	2–3–5–6
	☛2933 and 2976 are for use in Rods having Insert Type Bearings. 2933 Babbitt Lined is available .002, .010, and .060 undersize. 2976 Copper Alloy Super Bearing is available .020 and .040 undersize.												
16	6SRK, 6SRL, 6SRS, 6-125 (Shim Type Main Bearings)	6	2924	See Note	2022	.090	2023	.090	2024	.090	2025	.090	2–3–5–6
	Bearing Shim	....	B-1744	1/32	....	....	....	....	....	....	....	....	.....
	For straight Con. Rod	....	B-2013	.008 → Plain Type Shim. (Interchangeable with B-2199).									
	For Off-Set Con. Rod	....	B-2014	.008 → Plain Type Shim.									
	For Straight Con. Rod	....	B-2199	.008 → Slotted Shim with Lugs. (Interchangeable with B-2013).									
	Bearing Shim	....	B-2112	.008 → For Model 6-125.									
17	6SRK, 6SRKR, 6SRL, 6-125 (Precision Type Bearings)	6	2924	See Note	3205	.090	3206	.090	3207	.090	3208	.090	2–3–5–6
	Bearing Shim	....	B-1744	1/32	....	....	....	....	....	....	....	....	.....
	For Straight Con. Rod	....	B-2013	.008 → Plain Type Shim. (Interchangeable with B-2199).									
	For Off-Set Con. Rod	....	B-2014	.008 → Plain Type Shim.									
	For Straight Con. Rod	....	B-2199	.008 → Slotted Shim with Lugs. (Interchangeable with B-2013).									
	Bearing Shim	....	B-2112	.008 → For Model 6-125.									
	☛2924, available .002, .010, .020 and .060 undersize, is for use in Rods having Insert Type Bearings.												
18	6BA, 6BK, 6BKH, 6BL, 6BM, 6BZ, after Eng. 405633	6	....	....	3401	See Note	3402	See Note	3403	See Note	3401	See Note	2–3–5–6
	☛3401, 3402 and 3403 are available Std. only.												
19	GAK, GAL, Early, 3" Pin, 3.60" Mains	6	3466	.090	3467	.090	3468	.090	3470	.090	3469	.090	2–3–5–6
20	GAK, GAL, Late, 3 3/16" Pin, 4" Mains	6	3439	See Note	3440	See Note	3441	See Note	3443	See Note	3442	See Note	2–3–5–6
	☛3439, 3440, 3441, 3442 and 3443 are available .020 and .090 undersize.												
21	WAK, WAKH, WAL, WALH	6	3471 3472	See Note	3440	See Note	3441	See Note	3443	See Note	3440	See Note	2–3–5–6
	☛3440, 3441, 3442, 3443, 3471 and 3472 available .020 and .090 undersize. 3471 is an Early Type Dowel Pin Lock Bearing. 3472 is a Locking-Lip Type Bearing.												
22	130GS, 130GL, Gasoline; 130HS, 130HL, Diesel	4	3460	.060	....	....	....	....	....	....	....	....	.....
23	140GS, 140GK, Gasoline; 140HS, 140HK, Diesel	6	3461	.090	....	....	....	....	....	....	....	....	.....
24	145GS, 145GK, Gasoline; 145HS, 145HK, Diesel	6	3462	.020 .090	3463	.020 .090	3464	.020 .090	3465	.020 .090	3463	.020 .090	2–3–5–6
25	160	4	3499	.090	3500	.060	3501	.060	3500	.060	....	....	.....

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimension following Shim stock number indicates thickness of Shim.
The Suffix "B" indicates the Shim is Babbitt Tipped.

for WEIDLEY

MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
.....	M, MB.....	4	1116.060†		....	....	....	....	....	....	....	....	.....
	Bearing Shim	....	B-1554	B3/32		....	....	....	....	....	....	....	.....

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimension following Shim stock number indicates thickness of Shim.
The Suffix "B" indicates the Shim is Babbitt Tipped.

for WHITE TRUCK

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1932–40	640, 640K, 641, 641K, 642, 643, 643SW420, 691, 942, 991, 3-12 Ton; 54, 54A Bus (5A Series, 580 Motor):	6	4 5/8						
	For Pistons with one 5/32" and one 3/16" Oil Ring.			12–5/32	6–5/32 6–3/16		5062		2062
	For Pistons with two 3/16" Oil Rings.....			12–5/32	12–3/16		5063		2063
1933–36	68, 685 Bus (6A Series Motors).....	12	4 1/2	24–5/32	{12–5/32 12–3/16	L930	4930		1930
				36–5/32	24–3/16	L2577	42577		12577
1933–36	701, 701A, 702, 702A, 707, 1 1/4-3 Ton (8A Series Motors).....	6	3.320	12–1/8	6–1/8 6–3/16	L849	4849		1849
1933–38	586GS, 620, 620K, 621, 621K, 630, 630K, 630SW251, 630SW320W, 630SDD352, 631, 631K, 631X, 632X, 2 1/2-10 Ton; 65, 65A Bus (7A Series Motors):	6	4 3/16						
	For Early Type Pistons.....			12–3/32	6–5/32 6–3/16	L1064	5064		2064
	For Late Type Pistons.....			12–5/32	12–3/16	L1065	5065		2065
1934–39	704K, 709, 709A, 710, 710A, 710R, 712, 712A, 712SL, 718, 718A, 809, 809A, 810, 1 1/2-6 1/2 Ton; 706, 706M, 713 Bus (9A, 13A Series, 303 Motors) For Late Type Pistons.....	6	3 25/32	12–5/32	6–5/32 6–3/16	L835	4835		1835
1935–40	703, 704, 704A, 704H, 704K, 705, 705A, 709, 709A, 805, 805A, 809, 809A, 904, 1-7 Ton; 706, 706M, 805M, Bus (11A Series, 270 Motors)..	6	3 9/16	12–5/32	6–5/32 6–3/16	L836	4836		1836
1936–37	720, 720A, 720T, 920, 3 1/2-12 Ton (14A Series, 396 Motor).....	6	4	12–5/32	12–3/16	L1066	5066		2066
1936–38	730, 730X, 731, 731H, 731X, 3-10 Ton; 684, 686, 687, Bus, (12A Series, 505 Motor).....	12	3 25/32	36–5/32	12–5/32 12–3/16	L1067	5067		2067
1936–39	720T, 722, 722A, 722X, 822H, 822X, 920, 922, 4-13 1/2 Ton; 65A, Bus, (15A Series, 460 Motor).	6	4 5/16	12–5/32	12–3/16	L1068	5068		2068
1936–39	710, 710A, 712, 712A, 712SL, 718, 718A, 810, 812, 812A, 818, 818A, 918, 2-11 Ton; 706M Bus; 1938–39 704K, 709, 709A, 1 1/2-6 Ton (16A Series, 318 Motors, except 16AM Motors)...	6	3 7/8	12–5/32	6–5/32 6–3/16	L855	4855		1855
1936–40	632X, 720, 720A, 720T, 722, 820, 3 1/2-10 Ton; 65A Bus (18A Series Motors):	6	4 3/16						
	For 5-Ring Piston with 3/16" Oil Rings			18–5/32	12–3/16	L1069	5069		2069
	For 4-Ring Piston.....			12–5/32	12–3/16	L1065	5065		2065
	For 5-Ring Piston with 1/4" Oil Rings.....			18–1/8	12–1/4	L1071	5071		2071

(Continued on next page)

for WHITE TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1937–38	16AM Motors:	6	3 7/8						
	For 3-Ring Pistons			6–1/8	6–5/32				
					6–3/16	L1073	5073		2073
	For 4-Ring Pistons			12–5/32	6–5/32				
					6–3/16	L855	4855		1855
1937–39	700, 700A, 700H, 700K, 700P, 700R, 3/4-4 Ton; 700 Sedan Bus (21A Series, 250 Motors)	6	3 7/16	6–1/8					
				6–5/32					
				6–3/16	6–3/16	L837	4837		1837
1938–40	800, 1–1 1/2 Ton (205 Motor-Herc. QXB):	6	3 1/4	18–1/8	6–3/16	L1326	5326		2326
1938–40	500, 802, 1-3 Ton; 800M Bus (221 Motor-Hercules QXC)	6	3 3/8	18–1/8	6–3/16	L801	4801		1801
1938–40	786 Bus, (23A Series, 601 Motor):	12	3 7/8						
	For 1938 3-Ring Pistons			12–1/8 12–5/32	12–3/16	L1074	5074		2074
	For 1939 5-Ring Pistons			36–1/8	24–1/4	L1075	5075		2075
	For 1940 5-Ring Pistons			12–3/32 24–1/8	24–1/4	L1076	5076		2076
				Chrome Rebore-Rebuild Set C5076					
1938–47	784, 786, 788, 798 Bus (24A Series, 681 Motors):	12	4 1/8						
	1938 Lot No. 1			12–1/8 12–5/32	12–3/16	L1077	5077		2077
	1939-40 Lots No. 2 to 8 Incl.			36–1/8	24–1/4	L1078	5078		2078
	1941-47 Lots No. 9 and Up			12–3/32 24–1/8	24–1/4	L1079	5079		2079
1938–40	750, 750A, 750T 850, 950, 4 1/2-8 Ton; 810M Bus (20A Series, 362 Motors) 708, 710, 710A, 718, 718A, 810, 818, 818A, 2-4 1/2 Ton; 706M, 805M, Bus (30A Series, 318 Motors, Lots 1 to 4 inclusive) (for 5-Ring Pistons only)	6	3 7/8	18–1/8	12–1/4	L852	4852		1852
1938–47	722, 722A, 822, 922, 8-10 Ton; 65A Bus (25A Series, 529 Motors):	6	4 5/8						
	For 4-Ring Pistons used in Motors of Lot No. 1			6–1/8 6–5/32	12–3/16		5080		2080
	For 5-Ring Pistons used in Motors of Lots No. 1A to 6A, Incl.			18–1/8	12–1/4		5081		2081
	For 5-Ring Pistons used in Motors of Lots No. 7 and Up			6–3/32 12–1/8	12–1/4		5082		2082
1939–40	White Horse 99, 116 (32AA Motor)	4	3 5/8	8–1/8	8–3/16	L1083	5083		2083
1940–48	700, 700A, 700H, WA14, WA114, WB14, 1 Ton (100A Motor)	6	3 7/16	6–3/32 6–1/8	12–1/4	L1084	5084		2084
1940–46	WA18, WA118, 1 1/2 Ton (110A Motor)	6	3 9/16	6–3/32 6–1/8	12–1/4	L959	4959		1959
1940–48	750, 750A, 750T, 850, 950, 4 1/2-8 Ton, 810 M Bus, (20A Series, 362 Motors); 950X6, 4 Ton (20AU Motor); 706, 708, 708R, 710, 710A, 710R, 718, 718A, 809, 810, 818, 818A, 2-4 1/2 Ton; 706M, 805MB Bus, (30A Series, 318 Motors, Lot No. 5 and up); WA22, WA26, WA34, WA122, WA126, WA134, WA2264, WA3464, WB22, WB22T, 2-5 Ton, 782 Bus (140A Motor); 784 Bus (23A Motor)	6	3 7/8	6–3/32 6–1/8	12–1/4	L1039	5039		2039
				6–3/32 12–1/8	12–1/4	L939	4939		1939
				Chrome Rebore-Rebuild Set C4939					

(Continued on next page)

for WHITE TRUCK

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1940–46	720, 720T, 820, 920 (15A Series, 460 Motors)	6	4 5/16	18–1/8	12–1/4	L1086	5086		2086
1940–48	WA16, WA20, WA120, WA2064, WB20, WB20T, 1½-5 Ton (120A Motor)	6	3 7/8	6–3/32 12–1/8	12–1/4	L939	4939		1939
	Chrome Rebore-Rebuild Set C4939								
1941	666, 6 Ton (Herc. HXC)	6	5 1/4	18–5/32	6–1/4		4919		1919
1939	M3A1 (Scout Car, Engine 33AA, Lot 3, (Herc. JXD), Serial 227401 to 229814)	6	4	18–1/8	6–3/16	L858	4858		1858
1941–48	M2, M3, M4 Half Track (160AXL Motor); WB26, WB2264 (150A Motor)	6	4	6–3/32 6–1/8	12–1/4	L951	4951		1951
1941–46	White Horse 99A, S99A, S116A (35AA Motor)	4	3 5/8	8–1/8	8–3/16	L1083	5083		2083
1947–48	WB28, WB28T, WB2864 (260A Motor)	6	4 3/8	6–3/32 6–1/8	12–1/4	L2595	42595		
1947–48	160A, 250A Motors	6	4	6–3/32 6–1/8	12–1/4	L951	4951		1951
1947–48	WB3264 (280A Motor)	6	4 5/8	6–3/32 6–1/8	12–1/4		42619		12619

PISTON, PIN & SLEEVE ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		SLEEVE ASSEMBLY PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1923–35	15-45, 40, 40D, 45, 45D, 50, 50A, 51, 51A, 52, 52T, 55, 58, 58SS, ¾-7½ Ton & TT; 50, 50A, 50B, 53, Bus. (GR, GRB, GRB1 Motors)	4	4 1/4	2–1/4	2–1/4	P-845X	W-8045	.....	.....
	P-845X is a Gray Iron Original Type Piston for 1926-27 (3 Rings above and 1 below Pin)								
1927–34	56, 57, 160, 161, 162, 210, 211, 212, 1-3 Ton (GRC, GRCB Motors) 4 Cyl.; 1929-31, 59A, 63, 65, 65A, 2½-7½ ton Truck and Bus (3A Motor) 6 Cyl.	4–6	4	3–3/16	1–3/16	.....	W-9139	LR-2	.....
1928–35	60, 60K, 61, 601, 602, 1-2 Ton Truck and Bus (2A Series Motor)	6	3 1/2	3–1/8	1–3/16	.....	W-9126	LR-11	WB-1759
1930–35	61, 611, 612, 612K, 618, 618K, 1½-4 Ton; 613 Bus (4A Series Motors)	6	3 3/4	3–1/8	1–3/16	P-235AX	W-9177	LR-11	WB-1759
	P-235AX is a Heavy Duty Alumimum Piston.								
1932–33	620, 621, 630, 630SW200, 631, 2½-6 Ton; 65, 65A Bus (3AD Motor)	6	4	3–3/16	1–3/16	.....	W-9139	LR-2	.....
1932–39	640, 640K, 641, 641K, 642, 643, 643SW420, 691, 942, 991, 3-12 Ton; 54, 54A Bus (5A Series, 580 Motors)	6	4 5/8	2–5/32	1–5/32 1–3/16	P-159AX	W-9242	LR-12	.....
	P-159AX is a T-Slot Cam Ground Original Type Piston.								
1933–36	701, 701A, 702, 702A, 707, 1¼-3 Ton (8A Series Motors)	6	3.320	2–1/8	1–1/8 1–3/16	P-1121X	W-9279	LR-49	.....

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for WHITE TRUCK

PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1933–38	586GS, 620, 620K, 621, 621K, 630, 630K, 630SW320W, 630SW251, 630SDD352, 631, 631K, 631X, 632X, 2½-10 Ton; 65, 65A Bus (7A Series Motor)	6	4 3/16	3–1/8	2–1/4	P-203ARX	W-9139	LR-2	.....
1934–39	704K, 709, 709A, 710, 710A, 710R, 712, 712A, 712SL, 718, 718A, 809, 809A, 810, 1½-6½ Ton; 706, 706M, 713 Bus. (9A, 13A Series, 303 Motors)	6	3 25/32	2–5/32	1–5/32 1–3/16	P-1129X	W-9177	LR-11	WB-1759
1935–39	703, 704, 704A, 704H, 704K, 705, 705A, 709, 709A, 805, 805A, 809, 809A, 904, 1-7 Ton; 706, 706M, 805M Bus. (11A Series, 270 Motors)	6	3 9/16	2–5/32	1–5/32 1–3/16	P-1152X	W-9126	LR-11	WB-1759
1936–37	720, 720A, 720T, 920, 3½-12 Ton. (14A Series, 396 Motors)	6	4	2–5/32	2–3/16	P-304AX	W-9139	LR-2	.....
	☛ P-304AX is a T-Slot Original Type Piston.								
1936–39	730, 730X, 731, 731H, 731X, 3-10 Ton; 684, 686, 687, Bus (12A Series, 505 Motors)	12	3 25/32	4–5/32	1–3/16	SA-126	With PR-25 Packing Ring.		
1936–39	720T, 722, 722A, 722X, 822H, 822X, 920, 922, 4-13½ Ton; 65A Bus. (15A Series, 460 Motors)	6	4 5/16	2–5/32	2–3/16	.....	W-9139	LR-2	.....
1936–39	710, 710A, 712, 712A, 712SL, 718, 718A, 810, 812, 812A, 818, 818A, 918, 2-11 Ton; 706M Bus; 1938-39 704K, 709, 709A, 1½-6 Ton. (16A Series, 318 Motors except 16AM Motors)	6	3 7/8	2–5/32	1–5/32 1–3/16	P-1215X	W-9177	LR-11	WB-1759
1939–40	632X, 720, 720A, 720T, 722, 820, 3½-10 Ton; 65A Bus. (18A Series Motors)	6	4 3/16	3–1/8	2–1/4	.....	W-9139	LR-2	.....
1937–38	16AM Motors	6	3 7/8	2–5/32	1–5/32 1–3/16	.....	W-9177	LR-11	WB-1759
1937–39	700, 700A, 700H, 700K, 700P, 700R, ¾-4 Ton; 700 Sedan Bus. (21A Series, 250 Motors)	6	3 7/16	1–1/8 1–5/32 1–3/16	1–3/16	P-1213X	W-9345	LR-49	WB-1919
1938–40	800, 1-1½ Ton. (205 Motor-Hercules QXB)	6	3 1/4	3–1/8	1–3/16	P-1279X	W-9333	Osc.	WB-1915
	☛ P-1279X furnished .075 oversize Semi-Finished only.								
1938–40	500, 802, 1-3 Ton; 800M Bus. (221 Motor—Hercules QXC)	6	3 3/8	3–1/8	1–3/16	P-1201X	W-9334	Osc.	WB-1916
1938–46	784, 786, 788 Bus. (24A Series, 681 Motors)	12	4 1/8						
	1938, Lot No. 1	....	....	1–1/8 1–5/32	1–3/16	USE PISTON P-368AX	W-9139	LR-2	WB-1959
	1939-40, Lots No. 2 to 8, Incl.	....	....	3–1/8	2–1/4	USE PISTON P-368AX	W-9139	LR-2	WB-1959
	1941-46, Lots No. 9 and Up	....	....	1–3/32 2–1/8	2–1/4	P-368AX	W-9139	LR-2	WB-1959
	☛ P-368AX is a Heavy Duty Aluminum Piston.								

(Continued on next page)

for WHITE TRUCK

PISTON, PIN & SLEEVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	SLEEVE ASSEMBLY PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1938–40	750, 750A, 750T, 850, 950, 4½-8 Ton; 810M, Bus. (20A Series, 362 Motors); 708, 710, 710A, 718, 718A, 810, 818, 818A, 2-4½ Ton; 706M, 805M Bus. (30A Series, 318 Motors, Lots 1 to 4, inclusive)	6	3 7/8	1-1/8 and 1-5/32	1-3/16 → Rings for Early 20A Series.				
				3-1/8	2-1/4	Use Piston P-276ASX	W-9351	LR-49	WB-1922
				1-3/32 and 1-1/8	2-1/4	P-276ASX	W-9351	LR-49	WB-1922
	☛ P-276ASX is a Heavy Duty Aluminum Piston.								
1938–41	722, 722A, 822, 922, 8-10 Ton; 65A Bus. (25A Series, 529 Motors)	6	4 5/8						
	Lot No. 1	....	....	1-1/8 and 1-5/32	2-3/16	USE PISTON P-369AX	W-9125	LR-12	.....
	Lots 1A to 6A, Incl.	....	....	3-1/8	2-1/4	USE PISTON P-369AX	W-9125	LR-12	.....
	Lots No. 7 and Up	....	....	1-3/32 and 2-1/8	2-1/4	P-369AX	W-9125	LR-12	.....
	☛ P-369AX is a Heavy Duty Aluminum Piston.								
1939	M3A1 (Scout Car, 33AA Motor, Lot No. 3 (Herc. JXD), Serial 227401 to 229814)	6	4	3-1/8	1-3/16	P-247AX	W-9318	Osc.	.....
	☛ P-247AX is a Heavy Duty Aluminum Piston.								
1939–40	White Horse 99, 116 (32AA Motor)	4	3 5/8	2-1/8	2-3/16	P-1259X	W-9385	LR-84	WB-1941
1940–47	750, 750A, 750T, 850, 950, 4½-8 Ton; 810M Bus, (20A Series, 362 Motors); 950X6, 4 Ton (20AU Motor); 706, 708, 708R, 710, 710A, 710R, 718, 718A, 809, 810, 818, 818A, 2-4½ Ton, 706M, 805MB, (30A Series, 318 Motors, Lots 5 and up); WA22, WA26, WA34, WA122, WA126, WA134, WA2264, WA3464, WB22, WB22T, 2-5 Ton. 782 Bus. (140A Motor); 784 Bus, (23A Engine)	6	3 7/8	1-3/32 and 2-1/8	2-1/4	Use Piston P-276ASX	W-9351	LR-49	WB-1922
				1-3/32 and 1-1/8	2-1/4	P-276ASX	W-9351	LR-49	WB-1922
	☛ P-276ASX is a Heavy Duty Aluminum Piston.								
1940–46	WA14, WA114, 1 Ton. (100A Motor)	6	3 7/16	1-3/32 and 1-1/8	2-1/4	P-370AX	W-9345	LR-49	WB-1919
	☛ P-370AX is a Heavy Duty Aluminum Piston.								
1940–46	WA18, WA118, 1½ Ton. (110A Motor)	6	3 9/16	1-3/32 and 1-1/8	2-1/4	P-371AX	W-9345	LR-49	WB-1922
	☛ P-371AX is a Heavy Duty Aluminum Piston.								
1940–46	WA16, WA20, WA120, WA2064, 1½-5 Ton. (120A Motor)	6	3 7/8	1-3/32 and 2-1/8	2-1/4	P-334AX	W-9351	LR-49	WB-1922
	☛ P-334AX is a T-Slot Cam Ground Original Type Piston.								
1941–46	M2, M3, M4 Half Track. (160AXL Motors)	6	4	1-3/32 and 1-1/8	2-1/4	P-372AX	.....	.....	.....
	☛ P-372AX is a Heavy Duty Aluminum Piston.								
1941–46	White Horse, 99A, S99A, S116A (35AA Motor)	4	3 5/8	2-1/8	2-3/16	P-1280X	.....	.....	.....
1947	WB22 (140AB Engine)	6	3 7/8	1-3/32 and 1-1/8	2-1/4	P-276ASX	W-9351	LR-49	WB-1922
	☛ P-276ASX is a Heavy Duty Aluminum Piston.								

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VALVE ASSEMBLY for WHITE TRUCK

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1930–33	59A, 63, 620, 621, 630, 631, 630SW200, 2½-7½ Ton; 65, 65A, Bus. (3A, Series Motors)	6	.....	V-717N	.....	.....	VS-292 Inner VS-293 Outer	VS-292 Inner VS-293 Outer	VK-125
1932–39	640, 640K, 641, 641K, 642, 643, 643SW420, 691, 942, 991, 3-12 Ton; 54, 54A Bus. (5A Series, 580 Motors)	6	V-1203 Double Groove Regular Valve with ½" Dia. Solid Stem.						
				V-1204N	.....	.....	.....	.....	VK-146
1933–36	701, 701A, 702, 702A, 707, 1¼-3 Ton. (8A Series Motors)	6	V-1095-S Super Valve with Eatonite Face. V-828	V-829N	G-221	G-221	VS-79	VS-79	VK-78
1933–38	586GS, 620, 620K, 621, 621K, 630, 630K, 630SW251, 630SW320W, 630SDD352, 631, 631K, 631X, 632X, 2½-10 Ton; 65, 65A, Bus. (7A Series Motors)	6	.....	V-717N	.....	.....	VS-292 Inner VS-293 Outer	VS-292 Inner VS-293 Outer	VK-125
1934–36	712, 712A, 718, 718A, 3-5½ Ton; 713 Bus. (9A Series Motors)	6	V-1106-S Super Valve with Eatonite Face.	.....	.....	.....	VS-337	V-337	VK-38
1934–36	730, 731, 3-6 Ton; 684 Bus. (10A Series Motors)	12	.....	.....	.....	.....	VS-337	VS-337	VK-38
1935–39	703, 704, 704A, 704H, 704K, 705, 705A, 709, 709A, 710, 710A, 710R, 712, 712A, 712SL, 718, 718A, 805, 805A, 809, 810, 812, 812A, 818, 818A, 904, 918, 1-11 Ton; 706, 706M, 805M, Bus. (11A Series, 270; 13A Series, 303; 16A Series, 318 Motors)	6	V-1109-S Super Valve with Eatonite Face. V-1054	V-1055N	G-350	.....	VS-337	VS-337	VK-87
1936–41	720, 720A, 720T, 722, 722A, 722X, 822, 822H, 822HX, 920, 922, 3½-13½ Ton; 65A Bus. (14A Series, 396; 15A Series, 460; 25A Series, 529 Motors)	6	V-1201	V-1202N	.....	.....	VS-292 Inner VS-293 Outer	VS-292 Inner VS-293 Outer	VK-146
1937–39	700, 700A, 700H, 700K, 700P, 700R, ¾-4 Ton; 700 Sedan Bus. (21A Series, 250 Motors)	6	V-1187	V-1188N	G-347	G-347	VS-337	VS-337	VK-87
1938–40	800, 1 Ton. (205 Motor—Hercules QXB)	6	V-1166	V-1167N	G-305	G-305	VS-329	VS-329	VS-134
1938–40	750, 750A, 750T, 850, 950, 4½-8 Ton; 810M Bus. (20A Series, 362 Motors)	6							
	For Lot No. 1, 1A, 1B, 1C—Intake Valve with 30° Seat Angle	....	V-1265-S Super Valve with Eatonite Face. V-1205	V-1206N	G-347	G-347	VS-337	VS-337	VK-87
	For Lot No. 3 and No. 4—Intake Valve with 45° Seat Angle; 3 1/32" Valve Spring	....	V-1265-S Super Valve with Eatonite Face. V-1205	V-1221N	G-347	G-347	VS-337	VS-337	VK-87
	For Lot No. 5 and up—Intake Valve with 45° Seat Angle; 3 3/16" Valve Spring	....	V-1265-S Super Valve with Eatonite Face. V-1205	V-1221N	G-347	G-347	VS-357	VS-357	VK-87

(Continued on next page)

for WHITE TRUCK

VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1938–40	500, 802, 1-3 Ton; 800M Bus. (221 Motor—Hercules QXC).....	6	V-1166	V-1306N	G-305	G-305	VS-329	VS-329	VK-134
1938–46	784, 786, 788 Bus. (23A Series, 601 Motors; 24A Series, 681 Motors)..	12	.....	.....	.....	.....	VS-357	VS-357	VK-87
1939	M3A1 (Scout Car, 33AA Motor, Lot No. 3 (Herc. JXD) Serial 227401 to 229814).....	6	V-868	V-869N	G-206	G-206	VS-231	VS-231	VK-86
1939–40	White Horse 99, 116 (32AA Motor)..	4	V-1291	V-1292N	G-391	G-391	.....	.....	VK-87
1939–40	706, 708, 708R, 710, 710A, 710R, 718, 718A, 809, 810, 818, 818A, 2-4½ Ton; 706M, 805M Bus. (30A Series, 318 Motors); 950X6, 4 Ton. (20AU Motor).....	6							
	For Lot No. 1—Intake Valve with 30° Seat Angle.....	...	V-1265-S Super Valve with Eatonite Face.						
			V-1205	V-1206N	G-347	G-347	VS-337	VS-337	VK-87
	For Lot No. 2—Intake Valve with 45° Seat Angle; 3 3/16" Valve Guide; 3 1/32" Valve Spring.....	...	V-1265-S Super Valve with Eatonite Face.						
			V-1205	V-1221N	G-347	G-347	VS-337	VS-337	VK-87
	For Lot No. 3 to 6, Incl.—2 11/16" Exh. Guide; 3 3/16" Valve Spring..	....	V-1265-S Super Valve with Eatonite Face.						
			.....	V-1221N	G-396	G-347	VS-357	VS-357	VK-87
	For Lot No. 7 and up—7/16" Dia. Salt Cooled Exh. Valve Stem....	....	V-1317-S Super Valve with Eatonite Face.						
			.....	V-1221N	G-397	G-347	VS-357	VS-357	VK-87
1940–45	WA14, WA18, WA114, WA118, 1-1½ Ton. (100A, 110A Motors).....	6	V-1265-S Super Valve with Eatonite Face.						
			.....	V-1221N	G-398	G-347	VS-337	VS-337	VK-87
1940–45	WA16, WA20, WA120, WA2064, 1½ Ton. (120A, 120AX Motor).....	6	V-1317-S Super Valve with Eatonite Face.						
			.....	V-1221N	G-399	G-347	VS-337	VS-337	VK-87
1940–46	WA22, WA26, WA34, WA122, WA126, WA134, WA2264, WA3464, 2-5 Ton; 782 Bus. (140A, 140TA Motor); M2, M3, M4 Half Track. (160AXL Motor).....	6	V-1317-S Super Valve with Eatonite Face.						
			.....	V-1221N → For Lot No. 1 and 1A—1 21/32" Head Dia.					
			.....	V-1318N → For Lot No. 2 and up—1 31/32" Head Dia.					
			.....	.....	G-399	G-347	VS-337	VS-337	VK-87
1941	666, 6 Ton. (Hercules HXC).....	6	V-888	V-889N	.....	.....	VS-245 Inner, VS-246 Outer	VS-245 Inner, VS-246 Outer	.....

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MOTOR BEARINGS & SHIMS for WHITE TRUCK

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
1923–31	15, 15-45, 40, 40D, 45, 45D, 50, 50A, 50H, ¾-5 Ton; 50, 50A, Bus. (GR Motor) Shimmed Rod Bearing	4	1534	.090†	....	....	....	....	....	....	....	....	.....
	Bearing Shim	....	B-615	⅛	....	....	....	....	....	....	....	....	.....
	☛1534 with no drilling, used in GR Motors.												
1927–39	59, 64, 640, 640K, 641, 641K, 642, 642SW310, 320, 643, 643SW410, 643SW420, 420, 691, 942, 991, 3-12 Ton; 54, 54A, 64 Bus. (1A, 5A Series, 580 Motors)	6	....	....	1974	.090†	1975	.090†	1976	.090†	1977	.090†	2–3–5–6
1928–35	60, 60K, 61, 601, 602, 611, 612, 612K, 618, 618K, 1-4 Ton; 61, 613, Bus. (2A, 4A Series, Motor)	6	....	....	2187	.090†	2188	.090†	2189	.090†	2190	.090†	2–3–5–6
1929–41	59A, 63, 586GS, 620, 620K, 621, 621K, 630, 630K, 630SW200, 630SW251, 630SW320W, 630SDD352, 631, 631K, 631X, 632X, 720, 720A, 720T, 722, 722A, 722X, 820, 822, 822H, 822X, 920, 922, 2½-20 Ton; 65, 65A, Bus. (3A, 7A, 14A Series, 396; 15A Series, 460; 18A Series, 434 Motors; 25A Series, 529 Motors)	6	....	....	2191	.090†	2192	.090†	2193	.090†	2194	.090†	2–3–5–6
1933–36	701, 701A, 702, 702A, 707, 1¼-3 Ton. (8A Series Motor)	6	2650	See Note	2565	.060	2566	.060	2567	.060	2566	.060	3
	☛2650 is available .002, .010, .020 and .060 undersize.												
1934–36	712, 712A, 718, 718A, 3-6 Ton; 713 Bus. (9A Series Motors)	6	2772 3211	See Note	2773	See Note	2774	See Note	2775	See Note	2776	See Note	2–3–5–6
1935–39	700, 700A, 700H, 700K, 700P, 700R, 703, 704, 704A, 704H, 704K, 705, 705A, 709, 709A, 710, 710A, 710R, 712, 712A, 712SL, 718, 718A, 805, 805A, 809, 809A, 810, 812, 812A, 818, 818A, 904, 918, ¾-11 Ton; 700 Sedan, 706, 706M, 805M, Bus. (11A Series, 270; 13A Series, 303; 16A Series, 318; 21A Series, 250 Motors)	6	2772 3211	See Note	2773	See Note	2774	See Note	2777	See Note	2776	See Note	2–3–5–6
	☛2772, Babbitt Lined, is available .002, .010, .020, and .060 undersize. 3211, Copper Alloy Super Bearing is available .010, .020 and .050 undersize. 2773, 2774, 2775, 2776 and 2777 are available .002, .010, .020 and .060 undersize.												
1938–41	500, 800, 802, 1-3 Ton; 800M Bus. (205, 221 Motors)	6	2912	See Note	2785	See Note	2913	See Note	2914	See Note	2788	See Note	2–3–5–6
	Bearing Shim	....	B-2576	.010	....	....	....	....	....	....	....	....	.....
	☛2785, 2788, 2912, 2913, and 2914 are available .002, .010, .020, .030, and .060 undersize.												
1938–41	750, 750A, 750T, 850, 950, 4½-8 Ton; 810M Bus. (Early 20A Series, 362 Motors having Con. Rod Forgings 308805 or 310118)	6	2772 3211	See Note	3393	.010 .100	3394	.010 .100	3395	.010 .100	3396	.010 .100	2–3–5–6
	☛2772, Babbitt-Lined, is available .002, .010, .020 and .060 undersize. 3211, Copper Alloy Super Bearing, is available .010, .020, and .050 undersize.												
1939	M3A1 (Scout Car 33AA Motor, Lot No. 3, Serial 227401 to 229814)	6	Use Parts Listed for Hercules JXD Motors.										
1939–41	784, 786, 788, 798 (Type 23A, 24A Motors, Lots 1-3)	12	3473	.075	3475	.070	3476	.070	3478	.070	3477	.070	2–3–5–6
	☛3473 is Cadmium Silver Lined.												

(Continued on next page)

for WHITE TRUCK
MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1939–41	784, 786, 788, 798 (Type 23A, 24A Motors, Lots 4 and up)	12	3474	See Note	3475	.070	3476	.070	3478	.070	3477	.070	2–3–5–6
	☛3474, 3475, 3476, 3477 and 3478 are Copper Alloy Super Bearings. 3474 is available .040 and .060 undersize.												
1939–41	750, 750A, 750T, 850, 950, 4½-8 Ton; 810M Bus. (Late 20A Series, 362 Motors having Con. Rod Forging 328293)	6	3290	.002 .010	3393	.100	3394	.100	3395	.100	3396	.100	2–3–5–6
1939–41	706, 708, 708R, 710, 710A, 710R, 718, 718A, 809, 810, 818, 818A, 2-4½ Ton; 706M, 805M Bus. (30A Series, 318 Motors)	6	3290	.002 .010	3389	.100	3390	.100	3391	.100	3392	.100	2–3–5–6
1939–41	99, 150 White Horse (32A and 32AA Motors)	4	3385	See Note	3386	See Note	3387	See Note	3388	See Note	....	....	.....
	☛3385, 3386, 3387 and 3388 are available .002, .020 and .060 undersize.												
1941–42	99A, S99A, S116A White Horse (35A and 35AA Motors)	4	3381	See Note	3382	See Note	3383	See Note	3384	See Note	....	....	.....
	☛3381, 3382, 3383 and 3384 are available .002, .020 and .060 undersize.												
1941–47	WA18, WA118, (110A Motor); WA16, WA20, WA120, WA2064 (120A Motor); WA22, WA26, WA34, WA122, WA126, WA134, WA2264, WA3464, 2-5 Ton; 782 Bus. (140A Motor); 950X6, 6 Ton, (20AU Motor); M2, M3, M4, Half Track (160AXL Motor); WB26 (150AX Motor)	6	3290	.002 .010	3377	.010 .100	3378	.010 .100	3379	.010 .100	3380	.010 .100	2–3–5–6
1941–47	WA14, WA114, WB14, 1 Ton (100A Motor)	6	2772 3211	See Note	3377	.010 .100	3378	.010 .100	3379	.010 .100	3380	.010 .100	2–3–5–6
	☛2772 Babbitt Lined is available .002, .010, .020 and .060 undersize. 3211 Copper Alloy Super Bearing is available .010, .020 and .050 undersize.												

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimensions following Shim Stock number indicate thickness of Shim.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1937–39	700, 700A, 700H, 700K, 700P, 700R, ¾-4 Ton; 700 Sedan Bus (21A Series, 250 Motors)	6	.....	.....	M-267 Complete Seal
1938–40	500, 800, 802, 1-3 Ton; 800M Bus (205 Hercules QXB; 221-Hercules QXC Motors)	6	.....	PA-288	.....
1939	M3A1 (Scout Car 33AA Motor, Lot No. 3, Serial 227401 to 229814)	6	Use Parts Listed for Hercules JXD Motors.		
1939–40	750, 750T, 850, 950, 4½-8 Ton; 810M Bus. (20A Series, 362 Motors, Lots No. 5 and Up); 708, 710, 718, 810, 818, 918, 1½-3 Ton. (30A Series Motors, Lots No. 3 and Up). 950X6, 4 Ton (20AU Motor), 3 31/32" Dia. Impeller	6	.....	PA-266	.....
1940–47	WA14, WA16, WA18, WA20, WA22, WA26, WA34, WA114, WA118, WA120, WA122, WA126, WA134, WA2064, WA2264, 1-5 Ton; 782 Bus (100A, 110A, 120A, 140A, Motors)	6	.....	.....	M-211 Complete Seal

for WILLYS—WHIPPET—OVERLAND

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1930–32	Pass. Cars: 97, 98B, 98D; 690A, Silver Streak; Trucks; 98B, C113, C131, C157; C101 after Truck 9474, ½-1½ Ton	6	3 1/4	12–1/8	6–3/16	L298	4298		598
1930–32	Pass. Cars: 880, 880D, 888A	8	3 1/8	24–3/32	8–3/16	L299	4299		599
1933–34	Pass. Cars: Willys 99, Truck: Willys C131, C157, 1½ Ton	6	3 5/16	18–3/32	6–3/16	L240	4240		540
				Chrome Rebore-Rebuild Set C4240					
1933–40	37, 38, 48, 77; Pass. Car and Truck; 1940 Panel Delivery	4	3 1/8	12–3/32	4–3/16	L244	4244		544
1939–48	Overland 39; Willys 440 (except Panel Delivery); 441, 442 Americar; MA, MB, CJ-2A, ¼ Ton, 4-63 Station Wagon	4	3 1/8	8–3/32	4–3/16	L335	4335		635
1948	Willys Sta. Sedan 6-63; Willys-Overland 6-71	6	3	12–3/32	6–3/16	L2625	42625		12625

PISTON SKIRT EXPANDERS

YEAR	MODELS	PISTON TYPE	Dia. of Cyl.	EXPANDER STOCK No.
1939–48	Willys 440; Overland 39; Americar 441, 442, MA, MB, 4 cyl., CJ-2A, Jeep; 4-63 Station Wagon; 2T, 4T Trucks	Aluminum	3 1/8	PX-48

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
1933–34	Pass. Car: Willys 99. Truck: Willys C131, C157, 1½ Ton	6	3 5/16	3–3/32	1–3/16	P-1089X	W-9417	LR-37	WB-1808
1933–36	Willys 77 Pass. Car and Truck	4	3 1/8	3–3/32	1–3/16	P-1086X	.....	LR-46	WB-1870
1937–40	Willys 1937-39, 37, 38, 48, Pass. Car and Truck; 1940 Panel Delivery	4	3 1/8	3–3/32	1–3/16	P-1197X	W-9329	LR-37	WB-1808
1939–48	Overland 39; Willys 440 (Except Panel Delivery); 441, 442 Americar, MA, MB, ¼ Ton; CJ-2A, Jeep; 4-63 Station Wagon; 2T, 4T Trucks	4	3 1/8	2–3/32	1–3/16	P-284AX	W-9358	Osc.	.....

CYLINDER SIZE INFORMATION

Engines prior to 1940 having the letters "AB" immediately following the engine number originally had .010" Oversize Cylinders.

Engines after 1939 having the letters "AB" or "B" immediately following the engine number originally had .002" Oversize Cylinders.

☛ P-284AX is a T-Slot Cam Ground Original Type Piston.

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1933–34	Pass. Car: Willys 99. Truck: Willys C131, C157, 1½ Ton. (3 5/16" Cyl. Dia.)	6	V-919	V-920N	G-165	G-264	VS-159	VS-159	VK-68
1933–40	Willys 77, 37, 38, 48, Pass. Car and Truck; Overland 39; Willys 440 Pass. Car and Truck	4	V-917	V-918N	G-165	G-264	VS-159	VS-159	VK-68
1941–48	441, 442, Americar, MA, MB, ¼ Ton, CJ-2A Jeep; 4-63 Station Wagon, 2T, 4T Trucks	4	V-917	V-918N	G-165	G-264	VS-358	VS-358	VK-68

for WILLYS, WHIPPET & OVERLAND
MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Stock No.	Under-size	Location
1933–34	Pass. Cars: Willys 99. Trucks: Willys C131, C157, 1½ Ton. (3 5/16" Cyl. Dia.)	6	2585 2955	See Note	2586	See Note	2587	See Note	2588	See Note	2589	See Note	3
	☛2585 Babbitt-Lined is available .002, .010, .020, .030 and .060 undersize.												
	2955 Copper Alloy Super Bearing is available .002, .010, .020, .030 and .060 undersize.												
	2586, 2587, 2588 and 2589 are available .002, .020, .030 and .060 undersize.												
1933–36	Willys 77 Pass. Car and Truck	4	....	....	2612	.060†	2613	.060†	2614	.060†	....	....	.....
1937–40	Willys 1937-39, 37, 38, 48, Pass. Car and Truck; 1940 Panel Delivery	4	....	....	2986	See Note	2987	See Note	2899	See Note	....	....	.....
	☛2986, 2987 and 2899 are available .002, .010, .020, .030 and. 060 undersize.												
1939–41	Overland 39; Willys 440 (except Panel Delivery); 441 Americar	4	See Note	....	2986	See Note	2987	See Note	2988	See Note	....	....	.....
	☛NOTE: The original Connecting Rods used in 1939-41 had Spun-in Bearings. For 1939-41 motors equipped with Late Type Rods requiring Insert Type Bearings, use Con. Rod Bearing 3289 shown in next listing.												
1942–48	442 Americar MA, MB, ¼ Ton, CJ-2A Jeep; 4-63 Station Wagon; 2T, 4T, Trucks	4	3289	See Note	2986	See Note	2987	See Note	2988	See Note	....	....	.....
	Camshaft Bearings	....	....	....	MB-38	....	....	....	....	....	....	....	.....
	☛3289 is available .002, .010, .020, .030 and .060 undersize.												
	2986, 2987 and 2988 are available .002, .010, .020, .030 and .060 undersize.												
	MB-38 is a Ream Type Camshaft Bearing.												

☛Engines having letters "A" or "AB" immediately following engine number have .010 undersize Crankshafts.

★Bearings marked † are supplied only in undersize and NOT in standard size.
Dimensions following Shim Stock number indicates thickness of Shim.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1930–34	Pass. Car: Willys 97, 98B, 98D, 690A, Silver Streak, 99, 6 cyl., 880, 880D, 888A, 8 cyl. Truck: Willys C101 after Truck 9474; C113, C131, C157, ½-1½ Ton, 6 cyl.	6–8	.....	PA-28	→Shaft-Impeller Assembly PB-61 Rear Bushing PK-1 Packing Unit PN-2 Packing Nut M-3 Pulley Key
1933–38	Willys 77, 37, 38 Pass. Cars and Trucks. (For Packing Nut Type Pump)	4	.....	PA-200	.....
1938–48	Willys 38 Pass. Cars and Trucks; Overland 39; Willys 440, 441, 442, 4-63; MA, MB, CJ-2A (Jeeps) ¼ Ton. (For Seal Type Pump)	4	PC-50	PA-235R	.....

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for WISCONSIN MOTOR
PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	A, AU	4	4 3/4	8–1/4	4–1/4		5087		2087
	AA	1	2 1/4	2–3/32	1–3/16	L1088	5088		2088
	AB	1	2 1/2	2–3/32	1–3/16	L1089	5089		2089
	AC4, AC4M, AC41:	4	2 5/8						
	For 3-Ring Pistons			8–1/8	4–3/16	L880	4880		1880
	For 4-Ring Pistons			12–3/32	4–3/16	L1091	5091		2091
	AD	1	2 3/4	2–1/8	1–3/16	L1092	5092		2092
	AE, AEH:	1	3						
	For Pistons with 1/8" Comp. Rings			2–1/8	1–3/16	L2534	42534		12534
	For Pistons with 3/32" Comp. Rings			3–3/32	1–3/16	L1143	5143		2143
	AF	1	3 1/4	3–1/8	1–3/16	L1094	5094		2094
	AG	1	3 1/2	2–1/8	1–3/16	L1095	5095		2095
	AGH	1	3 1/2	3–1/8	1–3/16	L1145	5145		2145
	AH	1	3 5/8	3–1/8	1–3/16	L465	4465		765
	AK	1	2 7/8	3–3/32	1–3/16	L1096	5096		2096
	AM	4	4 3/4	8–1/4	4–1/4		5087		2087
	AM4, AM41	4	3 1/4	12–1/8	4–3/16	L1098	5098		2098
	AP4, AP41	4	3 1/2	12–1/8	4–3/16	L945	4945		1945
	AS	4	5	12–5/32	4–1/4 4–5/32		5149		2149
	B2, BS2:	4	5 1/4						
	For 4-Ring Pistons			12–1/4	4–1/4		5100		2100
	For Early 5-Ring Pistons			16–1/4	4–1/4		5101		2101
	For Late 5-Ring Pistons			16–5/32	4–1/4		5102		2102
	B3, BS3:	4	5 1/2						
	For Early Pistons			16–1/4	4–1/4		5103		2103
	For Late Pistons			16–3/16	4–1/4		5104		2104
	C, C1, CAU	4	3 3/4	8–3/16	4–3/16	L1105	5105		2105
	CA1	4	4 1/8	8–1/4	4–1/4				1904
	C1, W	4	4 1/8	8–3/16	4–3/16	L808	4808		1808
	C2, RCU, VAU	4	4 1/2	8–1/4	4–1/4	L897	4897		1897
	D2, M4:	6	5 1/4						
	For Early Pistons			24–1/4	6–1/4		5107		2107
	For Late Pistons			24–5/32	6–1/4		5108		2108
	D3, DT3:	6	5 1/2						
	For Early Pistons			24–1/4	6–1/4		5109		2109
	For Late Pistons			24–3/16	6–1/4		5110		2110
	D4, DS4, DT4:	6	5 3/4						
	For Early Pistons			24–1/4	6–1/4				2111
	For Late Pistons			24–3/16	6–1/4				2112
	E, ES, ET:	6	6						
	For Early Pistons			24–1/4	6–1/4				2113
	For Late Pistons			24–3/16	6–1/4				2114
	F	6	3 1/4	12–3/16	6–3/16	L1117	5117		2117

(Continued on next page)

for WISCONSIN MOTOR

PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
	G, GA-1, Y, YM	6	3 3/8	12–3/16	6–3/16	L1118	5118		2118
	G2, GA2, GT	6	3 3/4	12–3/16	6–3/16	L370	4370		670
	H	6	4	18–3/16	6–3/16	L1120	5120		2120
	H	4	3 3/4	12–3/16	4–3/16	L1146	5146		2146
	HB	6	3 3/4	18–3/16	6–3/16	L1121	5121		2121
	K, KS:	4	6						
	For Early Pistons			16–1/4	4–1/4				2115
	For Late Pistons			16–3/16	4–1/4				2116
	L2:	6	3 7/8						
	For 3-Ring Pistons			12–3/16	6–3/16	L1122	5122		2122
	For 4-Ring Pistons			18–1/8	6–3/16	L1123	5123		2123
	L3:	6	4 1/8						
	For 3-Ring Pistons			12–3/16	6–3/16	L1124	5124		2124
	For 4-Ring Pistons			18–1/8	6–3/16	L458	4458		758
	L4	6	4 1/4	18–1/8	6–3/16	L888	4888		1888
				Chrome Rebore-Rebuild Set C4888					
	M2	6	4 3/4	24–1/4	6–1/4		5127		2127
	M3	6	5	24–1/4	6–1/4		5128		2128
	M4	6	5 1/4	18–1/4	12–1/4		5150		2150
	N	6	3 1/2	12–3/16	6–3/16	L330	4330		630
	Q	4	3 3/4	8–3/16	4–3/16	L1105	5105		2105
	RAU	4	4 3/4	8–1/4	4–1/4		5087		2087
	RBU	4	5	8–1/4	4–1/4		4402		702
	SM	6	4	12–3/16	6–3/16	L419	4419		719
	SU	4	4	8–3/16	4–3/16	L917	4917		1917
	TAU	4	4	8–1/4	4–1/4	L915	4915		1915
	UA, UAU, UU	4	4 1/4	8–1/4	4–1/4	L910	4910		1910
	VB4	4	2 1/2	12–3/32	4–3/16	L2601	42601		
	VD4, VD41	4	2 3/4	8–1/8	4–3/16	L405	4405		705
	VE4, VE41	4	3	12–3/32	4–3/16	L1137	5137		2137
	VF4, VF41	4	3 1/4	12–3/32	4–3/16	L1144	5144		2144
	VL4	4	2 3/4	12–3/32	4–3/16	L2602	42602		
	W, WK	4	4 1/8	8—3/16	4–3/16	L808	4808		1808
	X	4	4 1/2	16–3/16	4–3/16	L1138	5138		2138
	Y, YM	6	3 3/8	12–3/16	6–3/16	L1118	5118		2118
	Z, ZT, ZAI	6	4 1/2	24–3/16	6–3/16	L1139	5139		2139
	ZA2	6	4 5/8	24–3/16	6–3/16		5141		2141

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for WISCONSIN MOTOR

PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED		PISTON	PISTON PIN	PIN LOCK	PIN BUSHING
				Comp.	Oil	Stock No.	Stock No.	Stock No.	Stock No.
.....	CA1	4	4 1/8	2–1/4	1–1/4	P-948X	.....	LR-31 M-6	.....
.....	C1, W	4	4 1/8	2–3/16	1–3/16	P-947X	.....	LR-31 M-6	.....
.....	C2	4	4 1/2	2–1/4	1–1/4	P-949X	W-9117	LR-25 M-8	WB-58
.....	X (4 cyl.); Z, ZT, ZA-1 (6 cyl.)	4–6	4 1/2	4–3/16	1–3/16	.....	W-9117	LR-25 M-8	WB-58

VALVE ASSEMBLY

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
.....	CA1, C2	4	V-678	V-678	.....	.....	.....	.....	.....

for WOODS BROS. COMBINE

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–38	Combine 10–12 Cut (Buda WTH)	4	3 3/4	12–3/16	4–3/16	L831	4831		1831
1930–38	Combine 16 Cut (Buda KTH)	4	4	12–1/4	4–1/4	L903	4903		1903

MOTOR PARTS

After finding the motor used, refer to the motor listing for stock numbers.

Years	Models	No. Cyl.	Dia. Cyl.	Motor Used
1929–38	Combine 10-12 Cut	4	3 3/4	Buda WTH
1930–38	Combine 16 Cut	4	4	Buda KTH

(Also See G. M. C.) for YELLOW COACH

PISTON RING SETS

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width		Piston Ring Set Numbers			
				Comp. Rings	Oil Rings	Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1929–31	WX, 372, 373, 374, 375; U, 605, 607, 612 (G. M. C. Master Motor); U, 654, 662, 665 (Type 331 Motor)	6	3 3/4	12–1/8	6–3/16	L279	4279		579
1930–34	W, 365, 366, 603, 661, 663 (Type 353 Motor)	8	3 3/8	8–1/8 8–3/16	8–5/32 8–3/16	L320	4320		620
1930–35	T42X, 709, 712, 714, 715 (Type 257 Motor):	6	3 7/16						
	For 3-Ring Pistons			12–1/8	6–3/16	L219	4219		519
	For 4-Ring Pistons			18–1/8	6–3/16	L1328	5328		2328
1930–36	YB, 628; ZB, 376, 610, 614, 617, 619, 620, 621, 623, 626, 630, 632, 633; ZC, 649, 788; MG, 700, 704, 705, 708, 718, 720; V, 634, 674, 755, 820, 845 (Type 616 Motor)	6	4 7/8	18–1/8	6–3/16		4947		1947
1932–41	V, Z, ZC, 634, 649, 670, 718, 719, 720, 732, 734, 735, 740, 741, 742, 743, 746, 755, 788, 818, 834, 843, 1205, 1210, PG3701, PGG3701, PGG4101 (Type 707 Motor):	6	5						
	For 4-Ring Pistons			18–1/8	6–3/16		5054		2054
	For 5-Ring Pistons			18–1/8	12–3/16		4956		1956
				Chrome Rebore-Rebuild Set C4956					

(Continued on next page)

for YELLOW COACH (Also See G. M. C.) PISTON RING SETS

(Continued from preceding page)

YEAR	MODELS	No. Cyls.	Dia. of Cyl.	Number and Width: Comp. Rings	Number and Width: Oil Rings	Piston Ring Set Numbers: Leak-Proof Sets For Reringing (Steel)	Rebore-Rebuild Sets With Expanders (Iron)	Service Special Sets With Expanders (Steel)	Factory Type Sets Without Expanders (Iron)
1932–38	U, 605, 607, 612, 662, 665, 716, 723, 739, 769, 770, 771, 772, 785 (Type 331 Motor)	6	3 3/4	18–1/8	6–3/16	L816	4816		1816
				Chrome Rebore-Rebuild Set			C4816		
1933–36	U, 711, 716, 717, 722, 738, 739, 754, 760, 764 (Type 400 Motor)	6	4 1/8	18–1/8	6–3/16	L878	4878		1878
				Chrome Rebore-Rebuild Set			C4878		
1934–37	717, 719, 721, 724, 725, 727, 728, 729, 731, 734, (Type 450 Motor)	6	4 3/8	18–1/8	12–3/16	L448	4448		748
1936	714, 715 (Type 257 Motor):	6	3 7/16	18–1/8	6–3/16	L1328	5328		2328
1936	733 to Serial 733-192 (Type Chev. 207 Motor)	6	3 5/16	12–1/8	6–3/16	L208	4208	1508	508
1937–41	733 after Serial 733-192; 1204, TG2101, TG2102, TG2401 (Type Chev. 217 Motor)	6	3 1/2	12–1/8	6–3/16	L205	4205	1505	505
				Chrome Rebore-Rebuild Set			C4205		
1938–45	728, 729, 731 (Type 479 and 529 Motors)	6	4 5/8	18–1/8	6–1/4		42544		12544
1938–47	1207, 1209, PG2502, PG2504, PG2505 (Type 308 Motor)	6	3 13/16	18–1/8	6–1/4	L890	4890		1890
1940–46	TD-2701, TD-2705 (Type 3-71 Diesel Motor)	3	4 1/4	12–1/8	6–3/16	L953	4953		
				Chrome Rebore-Rebuild Set			C4953		
1939–47	1203, PD2901, PD2902, PD2903, PD3302, PDA-3702, PDA3703, TD3201, TD3205, TD3206, TD3207, TD3601, TD3602, TD3606, TD3609, TD3610 (Type 4-71 Diesel Motor)	4	4 1/4	16–1/8	8–3/16	L954	4954		
				Chrome Rebore-Rebuild Set			C4954		
1939–47	736, 740, PD3701, PGA3701, PGA4101, TD3601, TD3602, TD3605, TD4001, TD4005, TD4007, TD4008, TD4501, TD4502, TD4505, TD4506, TD4507 (Type 6-71 Diesel Motor)	6	4 1/4	24–1/8	12–3/16	L955	4955		
				Chrome Rebore-Rebuild Set			C4955		
1939–40	1212 (Type 228 Motor)	6	3 9/16	18–1/8	6–3/16	L846	4846		1846
				Chrome Rebore-Rebuild Set			C4846		
1939–47	1209, PG2501, PG2503, TG2701, TG2705 (Type 248 Motor)	6	3 23/32	18–1/8	6–3/16	L806	4806		1806
				Chrome Rebore-Rebuild Set			C4806		
1939–47	PG2901, PG2902, PG2903, PD2904, TG3201, TG3205, TG3206 (Type 426 Motor)	6	4 1/4	18–1/8	6–1/4	L932	4932		1932
				Chrome Rebore-Rebuild Set			C4932		
				18–1/8	6–1/4 6–3/16	L1277	5277		2277
1940–46	TG3602, TG3606, TG3609 (Type 451 Motor)	6	4 3/8	18–1/8	6–1/4	L1286	5286		2286
				Chrome Rebore-Rebuild Set			C5286		
				18–1/8	6–1/4 6–3/16	L2566	42566		12566
1940–47	TG3601, TG3603, TG3605, TG4001, TG4005, TG4007, TG4502, TG4505 (Type 529 Motor)	6	4 5/8	18–1/8	6–1/4 6–3/16		42545		12545
1941–42	TG2105, TG2402, TG2405 (Type 235 Motor)	6	3 9/16	12–1/8	6–3/16	L336	4336	1636	636
				Chrome Rebore-Rebuild Set			C4336		
1941–42	TG2105, TG2402, TG2405 (Type 236 Motor)	6	3 5/8	18–1/8	6–3/16	L937	4937		1937
				Chrome Rebore-Rebuild Set			C4937		
1941–47	TG2706 (Type 270 Motor)	6	3 25/32	18–1/8	6–3/16	L923	4923		1923
				Chrome Rebore-Rebuild Set			C4923		
1947	TG3610 (Type 477 Motor)	6	4 1/2	18–1/8	6–1/4	L1261	5261		2261

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(Also See G. M. C.)—for YELLOW COACH
PISTON & PIN ASSEMBLY

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1930–35	T42X, 709, 712, 714, 715. (Type 257 Motor)	6	3 7/16	2–1/8	1–3/16	.....	W-9338	Osc.	.....
				3–1/8	1–3/16	P-272AX	W-9338	Osc.	.....
	☛P-272AX is an Optional High Compression Heavy Duty Aluminum Piston.								
1934–36	U, 607, 662, 665, 769, 770, 771, 772, 785; 716, 723. (Type 331 Motor No. 1331-2199 to No. 1331-4478).	6	3 3/4	3–1/8	1–3/16	P-253AX	W-9339	Osc.	.....
1934–37	717, 719, 721, 724, 725, 727, 728, 729, 731, 734. (Type 450 Motors)	6	4 3/8	3–1/8	2–3/16	P-250AX	.....	.....	.....
1934–38	711, 716, 717, 722; U, 764, 738, 739 (Type 400 Motor after No. 1400-757 Aluminum Plug Type)	6	4 1/8	3–1/8	1–3/16	P-270AX	W-9344	.....	.....
1934–41	Z, 834, 843; ZC, 649, 670, 788; V, 634, 755, 818; 718, 719, 720, 732, 734, 735, 740, 741, 742, 743, 746, 1205, 1210, PG3701, PGG3701, PGG4101 (Type 707 Motor)	6	5	3–1/8	2–3/16	P-357AX	.....	.....	.....
1936	714, 715. (Type 257 Motor)	6	3 7/16	3–1/8	1–3/16	P-246AX	W-9307	LR-70	WB-1906
				3–1/8	1–3/16	P-324AX	W-9307	LR-70	WB-1906
	☛P-246AX is a Standard Compression Heavy Duty Aluminum Piston; P-324AX is a High Compression Heavy Duty Aluminum Piston.								
1936	733 to Serial 733-192. (Type Chev. 207 Motor)	6	3 5/16	2–1/8	1–3/16	P-1125X	W-9025	Osc.	WB-1754
	☛P-1125X is Tin Plated when supplied in Finished Sizes								
1936–37	716, 723, 739. (Type 331 Motor after No. 1331-4478)	6	3 3/4	3–1/8	1–3/16	P-269AX	W-9309	LR-73	.....
1937–40	733 After Serial 733-192; 1204, TG2101, TG2401. (Type Chev. 216 Motor)	6	3 1/2	2–1/8	1–3/16	P-1184X	W-9322	Osc.	WB-1913
				2–1/8	1–3/16	P-1204X	W-9322	Osc.	WB-1913
				2–1/8	1–3/16	P-384AX	W-9322	Osc.	WB-1913
	☛NOTE: P-1184X is a Light Weight Cast Iron Original Type Piston for use in Model 733 from Serial 733-193 to 733-1102. P-1204X is a Heavy Duty Original Type Piston for use in Model 733 after Serial 733-1102 and in all Models 1204, TG2101, TG2401. P-1204X may be used in early 3 1/2" motors of Model 733 originally having Light Weight Pistons, provided that Complete Sets are used. P-384AX is an Aluminum Piston which is interchangeable with Cast Iron Piston P-1184X and P-1204X provided that complete sets are used.								
1938–47	728, 729, 731, TG3601, TG3603, TG3605, TG3607, TG4001, TGH-4001, TG4005, TGH4005, TG4006, TGH4006, TG4007, TGH4007, TG4502, TG4505, (Type 479 and 529 Motors)	6	4 5/8	3–1/8	1–1/4	Use Piston P-359AX	.....	.....	.....
				3–1/8	1–1/4 or 1–3/16	P-359AX	.....	.....	.....
1938–47	1207, 1209, PG2502, PG2504, PG2505. (Type 308 Motor)	6	3 13/16	3–1/8	1–1/4	P-297AX	W-9367	LR-78	WB-1926
1938–47	TD2501, TDE2501, TDE2502, TD2701, TD2705, PD2901, PD2902, TD3201, TDH3201, TD3205, TDH3205, TD3206, TDH3206, PD3302, TD3601, TDH3601, TD3602, TDH3602, TD3605, TDH3605, TD3606, TDH3606, TD3609, TDH3609, TD3610, PD3701, PDA3701, PDG3701, PDA3702, PDA3703, PDG3751, TD4001, TDE4001, TDH4001, TDE4002, TD4005, TD4005, TDH4005, TDH4006, TD4007, TD4008, TDH4008, TDG4101, TDH4501, TDH4502, TD4505, TDH4505, TD4506, TDH4506, TD4507, TDH4507, PD2901, PD2902, PD2903, PDA3703, (Diesel G. M. C., 3-71, 4-71 and 6-71 Motors)	3–4–6	4 1/4	.....	.....	SA-120	.....	.....	.....
				4–1/8	2–3/16	P-1278X	W-9401 Pin Cover →M-643	LR-87	WB-1953
1939–40	1212. (Type 228 Motor)	6	3 9/16	3–1/8	1–3/16	P-294AX	W-9364	LR-66	WB-1925 (2-Used)

(Continued on next page)

(Also See G. M. C.) for YELLOW COACH

PISTON & PIN ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	Dia. of Cyl.	PISTON RINGS USED Comp.	PISTON RINGS USED Oil	PISTON Stock No.	PISTON PIN Stock No.	PIN LOCK Stock No.	PIN BUSHING Stock No.
1939–40	1209, PG2501. (Type 248 Motor)	6	3 23/32	3–1/8	1–3/16	P-295AX	W-9365	LR-66	WB-1925 (2-Used)
1939–47	PG2901, PG2902, PG2903, PG2904, TG3201, TG3205, TGH3205, TG3206, TGH3206 (Type 426 Motor)	6	4 1/4	3–1/8	1–1/4	P-299ARX	W-9368	LR-79	WB-1927
1940–41	TG3602, TG3606, TG3608, TG3609, (Type 451 Motor)	6	4 3/8	3–1/8	1–1/4 1–3/16	P-300ARX	W-9369	LR-79	WB-1927
1941	TG2102. (Type Chev. 216 Motor)	6	3 1/2	2–1/8	1–3/16	P-1261X	W-9322	Osc.	WB-1913
				2-1/8	1-3/16	P-390AX	W-9322	Osc.	WA-9113
	☛P-1261X is a Cast Iron Piston, tin plated in finished size. P-390AX is an Aluminum Piston interchangeable with P-1261X in Complete Sets.								
1941–47	PG2503, TG2701, TG2705. (Type 248 Motor)	6	3 23/32	3–1/8	1–3/16	P-320AX	W-9365	LR-66	WB-1925 (2-Used)
1941–47	TG2105, TG2402, TG2405. (Type 236 Motor)	6	3 5/8	3–1/8	1–3/16	P-344AX	W-9364	LR-66	WB-1925 (2-Used)
1941–47	TG2706. (Type 270 Motor)	6	3 25/32	3–1/8	1–3/16	P-335AX	W-9365	LR-66	WB-1925 (2-Used)
	☛P-250AX, P-253AX, P-269AX, P-270AX, P-272AX, P-294AX, P-295AX, P-297AX, P-299ARX, P-300ARX, P-320AX, P-335AX, P-357AX and P-359AX are Heavy Duty Aluminum Pistons. These Pistons are for use only in motors which rotate clockwise.								
1940–47	PG3301, PGA3701, PGA3702, TG3609, TG3206 (Type 477 Motor)	6	4 1/2	3–1/8	1–1/4	P-358AX	.....	LR-79	WB-1927

VALVE ASSEMBLY

YEAR	MODELS	No Cyl.	VALVES Exhaust	VALVES Intake	GUIDES Exhaust	GUIDES Intake	SPRINGS Exhaust	SPRINGS Intake	KEEPERS Exh. & Int.
1928–31	T40, T50, T60; WX, 372, 373, 374, 375; U, 605, 607, 612 (G. M. C. Master Motor 3 1/2", 3 5/8" and 3 3/4")	6	.....	.....	G-134	G-133	VS-220 Inner VS-221 Outer	VS-220 Inner VS-221 Outer	VK-12
1930–34	V, 634, 636, 652, 674, 755; ZB, 614, (Type 468, 4 1/4" and 525, 4 1/2" Motors), YB, 628; ZB, 376, 610, 614, 617, 619, 620, 621, 623, 626, 630, 632, 633; ZC, 649; MG, 700, 704, 705, 708, 718, 720; V, 634, 674, 755, 820 (Type 616 Motor, 4 7/8")	6	.....	.....	G-240	G-240	.....	.....	.....
1931–34	U, 605, 607, 612, 654, 662, 665, 769, 770, 771, 772, 785; 716, 723, (Type 331 Motor, 3 3/4")	6	.....	.....	G-134	G-133	VS-220 Inner VS-221 Outer	VS-220 Inner VS-221 Outer	VK-12
1933–35	U, 754, 760, 764; 711, 716, 717, 722, Type 400 Motor 4 1/8"); 717, 719, 721, 724, 725, 727, 728, 729, 731, (Type 450 Motor, 4 3/8")	6	V-1080-S Super Valve with Eatonite Face.						
			V-949	V-950N	G-134	G-133	VS-220 Inner VS-221 Outer	VS-220 Inner VS-221 Outer	VK-12
							Valve Lifter Spring → VS-240	VS-240	
1933–35	709, 712, 714, 715 (Type 257 Motor, 3 7/16")	6	V-1011 → 45° Face						
				V-1012N	G-132	G-131	VS-220 Inner VS-221 Outer	VS-220 Inner VS-221 Outer	VK-12

(Continued on next page)

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(Also See G. M. C.) for YELLOW COACH

VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1935–36	714, 715. (Type 257 Motor, $3\frac{7}{16}$")...	6	V-1011	V-1012N	G-132	G-131	VS-220 Inner VS-221 Outer	VS-220 Inner VS-221 Outer	VK-126
1935–38	716, 723, 739; U, 772, (Type 331 Motor, $3\frac{3}{4}$"); 717, 722, 738, 739, (Type 400 Motor, $4\frac{1}{8}$"); 719, 725, 727, 728, 729, 731, 734, (Type 450 Motor, $4\frac{3}{8}$").....	6	V-1080-S Super Valve with Eatonite Face.						
			V-949	V-950N	G-134	G-133	VS-220 Inner VS-221 Outer	VS-220 Inner VS-221 Outer	VK-126
					Valve Lifter Spring →		VS-240	VS-240	
1936	733 to Serial 733-192 (Type Chev. 207 Motor).....	6	V-1184-S Super Valve with Eatonite Face.						
			V-1180 and VK-138	V-1141N and VK-138	G-341 and M-524	G-291	VS-334R	VS-334R	VK-138
					Valve Lifter Spring →		VS-268	VS-268	

☛NOTE IMPORTANT: Valve Keeper VK-138 Must Be Used with Valves V-1184S, V-1180 and V-1141N in above motors. Exhaust Guide G-341 and Lower Spring Seat M-524 Must Be Used with Valves V-1184S or V-1180 in above motors or Original Exhaust Guides must be cut off flush with Exhaust Ports. Lower Spring Seat M-524 Must Always Be Used with Exhaust Guide G-341 in above motors.

ROCKER ARM SHAFT AND BUSHING ASSEMBLY VA-3 → Consists of two M-507 Shafts and twelve M-510 Bushings.

MISCELLANEOUS VALVE AND ROCKER ARM PARTS.....
- M-514 Rocker Arm Adjusting Screw.
- M-515 Adjusting Screw Nut.
- M-516 Rocker Arm Shaft Spring.
- M-518 Rocker Arm Shaft Conical Tension Spring.
- M-519 Shaft Retainer Wire.
- M-522 Valve Spring Cap—Exhaust (Octagon)
- M-523 Valve Spring Cap—Intake (Round).

YEAR	MODELS	No Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1937	733, Serial 733-193 to 733-1102. (Type Chev. 216 Motor).....	6	V-1184-S Super Valve with Eatonite Face. (See Note).						
			V-1180 See Note	V-1141N	G-341	G-331	VS-334R	VS-334R	
					Valve Lifter Spring →		VS-268	VS-268	VK-138

☛NOTE IMPORTANT: Exhaust Guide G-341 Must Be Used with Valves V-1184S and V-1180 in 1937 motors or Original Exhaust Guides must be cut off flush with Exhaust Ports.

ROCKER ARM SHAFT AND BUSHING ASSEMBLY VA-4 → Consists of two M-506 Shafts and twelve M-510 Bushings.

MISCELLANEOUS VALVE AND ROCKER ARM PARTS:
- M-514 Rocker Arm Adjusting Screw.
- M-515 Adjusting Screw Nut.
- M-517 Rocker Arm Shaft Spring.
- M-518 Rocker Arm Shaft Conical Tension Spring.
- M-519 Shaft Retainer Wire.
- M-522 Valve Spring Cap—Exhaust (Octagon)
- M-523 Valve Spring Cap—Intake (Round)
- M-524 Valve Spring Seat—Exhaust and Intake.

YEAR	MODELS	No Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1938–42	731, TGH3601, TGH3603, TGH3605, TG4001, TG4005, TG4006, TG4007, TGH4001, TGH4005, TGH4006, TGH4007, TGH4502, TGH4505 (Type 529 Motor).....	6	V-1377-S Super Valve with Eatonite Face.						
			V-1378	V-1379N	G-394	.....	VS-232 Inner VS-233 Outer	VS-232 Inner VS-233 Outer	VK-146

(Continued on next page)

for YELLOW COACH—(Also See G. M. C.)

VALVE ASSEMBLY

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
			Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exh. & Int.
1938–40	733 after Serial 733-1103; 1204, TG2101, TG2401	6	V-1184-S Super Valve with Eatonite Face. V-1180	V-1141N	G-341	G-331	VS-334R	VS-334R	VK-138

ROCKER ARM SHAFT AND BUSHING ASSEMBLY VA-4→For 1938-39 Models 733 and 1204 consists of two M-506 Shafts and twelve M-510 Bushings.

MISCELLANEOUS VALVE AND ROCKER ARM PARTS:

M-510 Rocker Arm Shaft Bushing.
M-514 Rocker Arm Adjusting Screw.
M-515 Adjusting Screw Nut.
M-517 Rocker Arm Shaft Spring.
M-518 Rocker Arm Shaft Conical Tension Spring.
M-519 Shaft Retainer Wire.
M-522 Valve Spring Cap—Exhaust (Octagon).
M-523 Valve Spring Cap—Intake (Round).
M-524 Valve Spring Seat—Exhaust and Intake.

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
1938–47	TD2701, TD2705, TD3201, TD3205, TD3207, TD3601, TD3602, TD3605, TD3606, TD3610, TD4001, TD4005, TD4501, TD4502, TD4505, TD4507, PD2901, PD2902, PD2903, PDA3703, (Diesel G.M.C., 3-71, 4-71 and 6-71 Motors	3-4-6	V-1339	V-1339	.....	.....	.....	.....	VK-84
1938–46	1207, 1209, PG2502, PG2504, PG2505. (Type 308 Motor)	6	V-1241	V-1242N	G-365	G-365	VS-344R	VS-344R	VK-151
1939–41	1209, 1212, PG2501, (Type 228 and 248 Motors)	6	V-1184-S Super Valve with Eatonite Face. V-1180	V-1222N	G-341	G-341	VS-334R	VS-334R	VK-138

☛NOTE: Above Exhaust Valves V-1184S and V-1180 have $1\frac{15}{32}$" Head Diameter and approximately $4\frac{51}{64}$" overall length. For motors equipped with $1\frac{7}{16}$" Head Diameter Exhaust Valve (approximately $4\frac{7}{8}$" overall length), stamped with No. 2135403, use V-1310S, V-1316 and V-1222N shown in later listing.

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
1939–47	PG2901, PG2902, PG2903, PG3301, TG3201, TG3205, TG3206, TGH3205, TGH3206, TG3207, TG3602, TGH-3602, TG3606, TG3207, TGH3207, TG3608, TG3609, PGA3701, PGA-3702 (Type 426, 451 and 477 Motors)	6	V-1243	V-1224N	G-366	G-366	VS-344R	VS-344R	VK-151
1941	TG2102. (Type Chev. 216 Motor)	6	V-1310-S Super Valve with Eatonite Face. V-1308	V-1309N	G-386	G-387	VS-334R	VS-334R	VK-138

MISCELLANEOUS VALVE AND ROCKER ARM PARTS:

M-505 Rocker Arm Shaft.
M-514 Rocker Arm Adjusting Screw.
M-515 Adjusting Screw Nut.
M-517 Rocker Arm Shaft Spring.
M-518 Rocker Arm Shaft Conical Spring.
M-519 Shaft Retainer Wire.
M-522 Valve Spring Cap—Exhaust (Octagon)
M-523 Valve Spring Cap—Intake (Round).
M-524 Valve Spring Seat—Exhaust and Intake.

YEAR	MODELS	No. Cyl.	VALVES		GUIDES		SPRINGS		KEEPERS
1941–46	PG2503, TG2105, TG2402, TG2405, TG2701, TG2705, TG2706. (Type 236, 248 and 270 Motors)	6	V-1310-S Super Valve with Eatonite Face. V-1316	V-1222N	G-341	G-341	VS-334R	VS-334R	VK-138

MISCELLANEOUS VALVE AND ROCKER ARM PARTS:

M-514 Rocker Arm Adjusting Screw.
M-517 Rocker Arm Shaft Spring.
M-522 Valve Spring Cap.
M-524 Valve Spring Seat, Exhaust.

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(Also See G. M. C.) for YELLOW COACH MOTOR BEARINGS & SHIMS

YEAR	MODELS	No. Cyl.	CON. ROD BEARING		FRONT MAIN		CENTER MAIN		REAR MAIN		INTERMEDIATE MAIN		
			Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Stock No.	Undersize	Location
1924–29	Y, Z	6	....	....	1920	.090	1922	.090†	1923	.090†	1921	.090†	2–3–5–6
	Bearing Shims	....	....	....	B-1260	.035	B-1261	.035	B-1262	.035	B-1259	.035	2–3–5–6
1928–34	W, 329, 331, 365, 366, 603, 661, 663, (Type 341, 3 5/16" and 353, 3 3/8" Motor)	8	....	....	2129	.060†	2130	.060†	2131	.060†	....	....	.....
1929–37	WX, 372, 373, 374, 375; U, 605, 607, 612, (G. M. C. Master Motor, 3 3/4"); U, 605, 607, 612, 654, 662, 665, 769, 770, 771, 772, 785; 716, 723, 739, (Type 331 Motor, 3 3/4")	6	....	....	2123	.060†	2124	.060†	2125	.060†	2126	.060†	3
	Bearing Shim	....	B-1161	.006	....	....	....	....	....	....	....	....	.....
	☛ These are Bronze Back Babbitt Lined Bearings. Factory Bearings are Steel Back.												
1933–35	709, 712, 714, 715, (Type 257 Motor 3 1/16", to No. 1257-9646)	6	....	....	2601	.090†	2602	.090†	2603	.090†	2604	.090†	3
	Bearing Shims	....	B-1163	.006	B-2033	.010	B-2031	.010	B-2032	.010	B-2031	.010	3
1933–38	711, 716, 717, 722, 738, 739; U, 754, 760, 764, (Type 400 Motor, 4 1/8") 717, 719, 721, 724, 725, 727, 728, 729, 731, 734, (Type 450 Motor 4 3/8")	6	2638	See Note	2639	See Note	2640	See Note	2641	See Note	2642	See Note	3
			2969		2971		2972		2973		2974		3
	Bearing Shims	....	B-2524	.006	B-2519	.008	B-2520	.008	B-2521	.008	B-2520	.008	3
	☛ 2638 Babbitt Lined is available .020 and .090 undersize. 2639, 2640, 2641 and 2642 Babbitt Lined are available .020 and .090 undersize. 2969 Copper Alloy Super Bearing is available .002, .010, .020 and .050 undersize. 2971, 2972, 2973, and 2974 Copper Alloy Super Bearing are available .002, .010, .020, and .060 undersize.												
1935–36	714, 715 (Type 257 Motor, 3 1/16", after No. 1257-9646)	6	....	....	2778	See Note	2779	See Note	2780	See Note	2781	See Note	3
	Bearing Shims	....	B-1163	.006	B-2033	.010	B-2031	.010	B-2032	.010	B-2031	.010	3
	☛ 2778, 2779, 2780 and 2781 are available .002, .020 and .090 undersize.												
1936	733 to Serial 733-192. (Type Chev. 207 Motor)	6	....	....	2444	See Note	2490	See Note	2446	See Note	....	....	.....
	Bearing Shims	....	B-1706	1/32	....	....	....	....	....	....	....	....	.....
			B-2466	.006	B-1670	1/32	B-1671	1/32	B-1672	1/32	....	....	.....
			MB-5 → Con. Rod Bolt.										
	Camshaft Bearings	....	....	....	.....		MB-21 See Note		MB-22 See Note		....	....	.....
	☛ 2444, 2446 and 2490 are available .020, and .060 undersize. MB-21 and MB-22 are Precision, Split Type, Camshaft Bearings which require no reaming for Standard Size Camshafts. Also available semi-finished with approximately .010 reaming stock.												
1937–39	733 after Serial 733-192; 1204 (Type Chev. 217 Motor)	6	....	....	2875	See Note	2876	See Note	2877	See Note	2878	See Note	3
	Bearing Shim		B-1706	1/32	....	....	....	....	....	....	....	....	.....
			B-2466	.006	B-2159	1/32	B-2160	1/32	B-2161	1/32	B-2160	1/32	3
			MB-6 → Con. Rod Bolt for 1937-38; MB-7 → Con. Rod Bolt Nut.										
	Camshaft Bearings	....	....	....	MB-23 See Note		MB-24 See Note		MB-26 See Note		MB-25 See Note		3
	☛ 2875, 2876, 2877 and 2878 are available .002, .010, .020, .030 and .060 undersize.												
1938–46	1207, 1209, PG2502, PG2504, PG2505. (Type 308 Motor)	6	2998	See Note	....	....	....	....	....	....	....	....	.....
	Bearing Shims	....	B-2552	.006	B-2553	.006	B-2554	.006	B-2553	.006	B-2555	.006	2–3–5–6
	☛ 2998 is available .002, .010, .020 and .090 undersize.												
1938–46	728, 729, 744, TG3601, TG3603, TG3605, TG4001, TG4005, TG4505 (Type 479 and 529 Motors)	6	3296	.090	3297	.090	3298	.090	3297	.090	3299	.090	2–3–5–6

(Continued on next page)

for YELLOW COACH—(Also See G. M. C.)
MOTOR BEARINGS & SHIMS

(Continued from preceding page)

YEAR	MODELS	No. Cyl.	CON. ROD BEARING Stock No.	CON. ROD BEARING Under-size	FRONT MAIN Stock No.	FRONT MAIN Under-size	CENTER MAIN Stock No.	CENTER MAIN Under-size	REAR MAIN Stock No.	REAR MAIN Under-size	INTERMEDIATE MAIN Stock No.	INTERMEDIATE MAIN Under-size	INTERMEDIATE MAIN Location
1938–47	TD2701, TD2705, TD3201, TD3205, TD3207, TD3601, TD3602, TD3605, TD3606, TD3610, TD4001, TD4005, TD4008, TD4501, TD4502, TD4505, TD4507, PD2901, PD2902, PD2903, PDA3703, (GMC Diesel 3-71, 4-71 and 6-71 Motors)	3-4-6	3294	See Note	3295	See Note	3295	See Note	3295	See Note	3295	See Note	See Note
	☛3294 and 3295 are available .020, .030 and .060 undersize. Use Four Main Bearings for 3 cyl., Five Main Bearings for 4 cyl., and Seven Main Bearings for 6 cyl. Motors.												
1939–47	PG2901, PG2902, PG2903, PG2904, TG3201, TG3205. (Type 426 Motor)	6	2999	See Note	....	....	....	....	....	....	....	....	.....
	Bearing Shims	....	B-2556.006		B-2557.006		B-2558.006		B-2557.006		B-2559.006		2–3–5–6
	☛2999 is available .002, .010, .020 and .090 undersize.												
1939–46	1209, 1212, PG2501, PG2503, TG2105, TG2402, TG2405, TG2701, TG2705, TG2706. (Type 228, 236, 248 and 270 Motors)	6	2980	See Note	2978	See Note	2979	See Note	2981	See Note	2982	See Note	3
	Bearing Shims	....	B-2560.006		B-2561.006		B-2562.006		B-2563.006		B-2562.006		3
	Camshaft Bearings	....	....	....	MB-23 See Note		MB-24 See Note		MB-26 See Note		MB-25 See Note		3
	☛2890 is available .002, .010, .020, .030, and .060 undersize. 2978, 2979, 2981 and 2982 are available .002, .010, .020, .030 and .060 undersize.												
1940–41	TG2101. (Type Chev. 217 Motor)	6											
	Camshaft Bearings	....	....	....	MB-23 See Note		MB-24 See Note		MB-26 See Note		MB-25 See Note		3
	MB-23, MB-24, MB-25 and MB-26 are Precision, Split Type, Camshaft Bearings, which require no reaming for Standard Size Camshafts. Also available Semi-Finished with approximately .010 reaming stock.												
1940–48	PG3301, PC3701, PGA3702, TG3602, TG3606, TG3608, TG3609, TGH-3207, TGH3610, TGM3207, TGM-3610, (Type 451 & 477 Motor)	6	3203	.002 .010	3358	See Note	3359	See Note	3358	See Note	3360	See Note	2–3–5–6
	☛3358, 3359, 3360 are available .020, .030 and .060 undersize.												
1941–46	PG3701, PG4101 (707 Motor with New Shaft No. 2103637)	6	3325 .125† 3326 .125†		3330 .125†		3331 .125†		3332 .125†		3333 .125†		2–3–5–6
	☛3325 has round locking lip; 3326 has square locking lip.												

★Numbers marked † are supplied only in undersize and NOT in standard size.
Dimension following Shim stock number indicates thickness of Shim.

WATER PUMPS & PARTS

YEAR	MODELS	No. Cyl.	Complete Pump	Repair Kit	Seal Kit & Other Parts
1937–38	738, 739. (Type 400 Motor) (For Seal Type Pump)	6	.....	.....	M-267 Complete Seal
1937–40	733 after Serial 733-303; TG2101, TG2401; 1204 after Serial 1204-401. (Type Chev. 217 Motor) (Seal Type Pump)	6	.....	PA-204	MA-6
1938–47	1207, 1209, PG2502, PG2504, PG2505, PG2901, PG2902, PG2903, PG2904, TG3201, TG3205, TG3602, TG3606, (Type 308, 426 and 451 Motors)	6	.....	PA-228	.....
1939–47	1212, TG2105, TG2402, TG2405, (Type 228 and 236 Motors)	6	PC-36R (1)	PA-296 (1) PA-204 (2)	MA-6 MA-6
1939–47	1209, PG2501, PG2503, TG2701, TG2705, TG2706, (Types 248 and 270 Motors)	6	PC-37S (1)	PA-293R(1) PA-204 (2)	MA-6 MA-6

Note : (1) With Pulley. (2) Without Pulley.

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